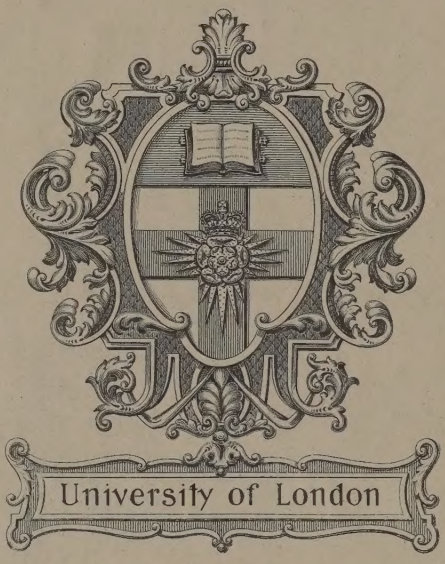

University of London

609626

ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

—(44.)—

COMMERCIAL REPORTS—*continued.*

Session

31 *January* 1893——5 *March* 1894.

VOL. XCIII.

1893-94.

ACCOUNTS AND PAPERS:

1893-94.

SIXTY-THREE VOLUMES:—CONTENTS OF THE

FORTY-FOURTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for the House of Commons.*

COMMERCIAL REPORTS—*continued.*

[C. 6855.] Trade Reports (Annual Series), 1893-94, Nos. 1113 to 1329—*continued.*

Colombia:

No. 1148. Report for the Year 1891 on the Trade, &c., of the Republic of Colombia (reference to previous Report, Annual Series, No. 970). p. 1

Corea:

No. 1227. Report for the Year 1892 on the Trade of Corea (reference to previous Report, Annual Series, No. 1088). 17

Costa Rica:

No. 1219. Report for the Year 1892 on the Trade of Costa Rica (reference to previous Report, Annual Series, No. 1031). 37

Denmark:

No. 1138. Report for the Year 1891 on the Trade of Denmark (reference to previous Report, Annual Series, No. 973). 53

No. 1317. Report for the Year 1892 on the Trade of Denmark (reference to previous Report, Annual Series, No. 1138). 69

Ecuador:

No. 1135. Report for the Year 1891 on the Trade and Revenue of Ecuador (reference to previous Report, Annual Series, No. 992). 81

No. 1146. Report for the Year 1891-92 on the Trade, Finance, and General Condition of Ecuador (reference to previous Report, Annual Series, No. 951). 89

No. 1171. Report for the Year 1892 on the Trade of Guayaquil (reference to previous Report, Annual Series, No. 992). 105

Egypt:

No. 1113. Report for the Year 1891 on the Trade of the District of Alexandria (reference to previous Report, Annual Series, No. 944). 117

No. 1206. Report for the Year 1892 on the Trade, &c., of Suakin (reference to previous Report, Annual Series, No. 988). 145

No. 1259. Report for the Year 1892 on the Trade, &c., of Port Said and Suez (reference to previous Report, Annual Series, No. 1095). 163

Egypt—*continued*:

No. 1276. Report for the Year 1892 on the Trade of Alexandria (reference to previous Report, Annual Series, No. 1113). p. 179

France:

No. 1152. Report for the Year 1892 on the Agriculture of the Calais Consular District (reference to previous Report, Annual Series, No. 842). 203

No. 1158. Report for the Year 1892 on the General Trade of France (reference to previous Report, Annual Series, No. 981). 215

No. 1162. Report for the Year 1892 on the Agriculture of the Consular District of Nantes (reference to previous Report, Annual Series, No. 997). 239

No. 1166. Report for the Year 1892 on the Trade of Bordeaux (reference to previous Report, Annual Series, No. 1004). 251

No. 1167. Report for the Year 1892 on the Trade of the Consular District of Calais (reference to previous Report, Annual Series, No. 1076). 291

No. 1174. Report for the Year 1892 on the Trade of the District of the Consulate-General at Havre (reference to previous Report, Annual Series, No. 999). 327

No. 1175. Report for the Year 1892 on the Trade, &c., of Saigon (reference to previous Report, Annual Series, No. 1057). 369

No. 1177. Report for the Year 1892 on the Trade of Brest (reference to previous Report, Annual Series, No. 1039). 377

No. 1180. Report for the Years 1891–92 on the Trade of Algeria (reference to previous Report, Annual Series, No. 1043). 393

No. 1182. Report for the Year 1892 on the Trade of the Consular District of Marseilles (reference to previous Report, Annual Series, No. 1033). 433

No. 1196. Report for the Years 1891–92 on the Agriculture of Algeria (with Plans) (reference to previous Report, Annual Series, No. 998). 451

No. 1198. Report for the Year 1892 on the Trade of the Consular District of Nice (reference to previous Report, Annual Series, No. 1073). 489

No. 1209. Report for the Year 1892 on the Trade of the Consular District of Nantes (reference to previous Report, Annual Series, No. 1045). 513

No. 1210. Report for the Year 1892 on the Trade, &c., of Tahiti (reference to previous Report, Annual Series, No. 1065). 529

No. 1237. Report for the Year 1892 on the Trade of Dunkirk (reference to previous Report, Annual Series, No. 1094). 555

No. 1270. Report for the Year 1892 on the Trade of Cherbourg and District (reference to previous Report, Annual Series, No. 1052). 571

No. 1302. Report for the Year 1893 on the Finances of France (reference to previous Report, Annual Series, No. 1035). 587

No. 1322. Report for the Year 1892 on the Trade and Agriculture of Réunion (reference to previous Report, Annual Series, No. 624). 597

No. 1328. Report for the Year 1893 on the General Trade of France (reference to previous Report, Annual Series, No. 1158). 623

Germany:

No. 1115. Final Report for the Year 1891 on the Trade of Stettin (reference to previous Report, Annual Series, No. 1014). 649

No. 1126. Report for the Year 1891 on the Trade of Danzig (reference to previous Report, Annual Series, No. 808). 689

No. 1165. Report for the Year 1893–94 on the Budget of the German Empire (reference to previous Report, Annual Series, No. 990). 715

No. 1201. Preliminary Report for the Year 1892 on the Trade of the Consular District of Stettin (reference to previous Report, Annual Series, No. 1115). 731

No. 1222. Report on the Budget of the Kingdom of Prussia for the Years 1893–94, together with Particulars of Pay, &c., of the State Railway Officials. 757

Germany—*continued.*

No. 1236. Report for the Year 1892 on the Trade, &c., of the Grand Duchy of Baden (reference to previous Report, Annual Series, No. 1082, page 61). p. 775

No. 1241. Report for the Year 1892 on the Trade and Commerce of Frankfort (reference to previous Report, Annual Series, No. 1082). 791

No. 1297. Final Report for the Year 1892 on the Trade of Stettin and District (reference to previous Report, Annual Series, No. 1201). 849

No. 1299. Report for the Year 1892 on the Trade of Dantzig (reference to previous Report, Annual Series, No. 1126). 899

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1148.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

COLOMBIA.

REPORT FOR THE YEAR 1891

ON THE

TRADE, &c., OF THE REPUBLIC OF COLOMBIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No 970

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—35.] *Price One Penny.*

New Series of Reports.

Reports of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1026.	Kiungchow	1d.
1027.	Batoum	4½d.
1028.	Buenos Ayres	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.

No. 1148.

Reference to previous Report, Annual Series No. 970.

COLOMBIA.

BOGOTÁ.

Mr. Jenner to the Earl of Rosebery.

My Lord, *Bogotá, December 5*, 1892.

I HAVE the honour to enclose herewith the Annual Report on the Trade and Commerce of Colombia for the year 1891, drawn up by Mr. Hayes-Sadler.

The statistics on which the Report is based have only just seen the light and it was thought advisable to delay the Report until their publication, especially as they are the first official commercial statistics, with any pretension to completeness, that have appeared in this country since 1879. I am told by persons who are well acquainted with the trade of the country that the Tables, although put together with the greatest care, cannot be considered as absolutely accurate. In all probability, however, they come sufficiently near the truth to be of use for the purpose of comparing the progress of our trade with that of our principal competitors.

I have, &c.
(Signed) G. JENNER.

Report on the Trade and Commerce of Colombia for the Year 1891.

ABSTRACT of Contents.

	PAGE
Commerce in general	2
Imports and exports	2
Telegraph system	4
Railroads and highways	4
Rents and food supply	5
Mining	5
Currency and exchange	6
Sanitary and statistical bureau	7
Tables (1 7 inclusive)	8-14

Trade and Commerce.

Trade and commerce generally.

The steady and long continued tranquillity in this Republic has much tended to improve the standing of trade in general. With the exception of the year 1889 a steady increase in imports and exports can be noticed. In 1891 the value of the imports amounted to 1,444,786*l.* as compared with 1,011,676*l.* in 1888, an

Exports.

increase of about 43 per cent. In 1891 the value of the exports was 24,802,769 dol. Colombian currency as against 15,506,614 dol. in 1888, showing an increase of about 56 per cent.; but with this high percentage of increase must be considered the valuable exportation of gold and coffee which have practically increased 80 per cent. The exportation of ores (gold and silver) have increased to more than four times, 40,447*l.* being exported in 1888 and 173,908*l.* in 1891. The export of raw cotton has also increased from 7,569*l.* in 1888 to 32,165*l.* in 1891, and cotton-seed from 623*l.* to 6,509*l.* in the same periods. Besides these articles bananas have become of some importance as an item of export; in 1888 bananas to the value of 196*l.* were exported, in 1889 and 1890 the exportation ceased, but in 1891 the declared value of the export was 3,402*l.*, and in all probability the exportation of this useful article of food will still more increase.

Postal matter.

As a further instance of the progress of this country may be noticed the great increase in the volume of the postal matter, an increase as per Annex 6 of 65 per cent. between the years 1888 and 1891.

Fall in chinchona bark.

A most remarkable point in the present prosperity of Colombia is that the exportation of one of the most important articles in former years has almost ceased, owing to the fall in market value on account of the considerable cultivation of that article in India. In 1883 chinchona bark to the value to 13,919*l.* was exported, decreasing to only 225*l.* in 1891.

Decrease in exportation of hides.

The exportation of hides has also decreased, owing to the establishment of local tanneries, to about two-thirds of the original export in 1888.

Tobacco.

The export of tobacco, chiefly to Germany, has increased from 66,779*l.* in 1888 to 149,193*l.* in 1891, owing to the high rate of exchange ruling since the introduction of paper currency. It is said that the higher class of tobacco has disappeared from the market owing to the small size of the leaf.

Imports.

Imports.

As to the imports it is a difficult, nearly an impossible, matter to obtain any accurate idea as to the increase of individual articles, as the Colombian law only compels the shipper to declare the total value of each invoice, and not the value of each article separately.

Coal.

It is noticeable the very small amount of coal imported from Great Britain, which in 1891 amounted to only about 6·5 tons as

compared with about 978·2 tons from the United States, 101·6 tons from Germany, and 60 tons from France.

In tumblers (glass) a great deficit exists. In 1891 one ton was imported from Great Britain as compared with 13·7 tons from Germany, 28·8 tons from the United States, and 9 tons from France. Other glassware (not specified) also shows up badly: 2·2 tons from Great Britain, 41·6 tons from Germany, 25 tons from the United States, and 17·7 tons from France. The only article in glass in which Great Britain holds the lead is plain window panes, exporting to Colombia in 1891 73·7 tons, as against 15 tons from Germany, 6 tons from the United States, and 45·7 tons from France. Glass and glassware

France appears to take a considerable lead in the export of ready-made saddles and accessories, exporting 8·7 tons as against 2·5 tons from Great Britain; the reason is, from what I hear, that France conforms more with the requirements of Colombia, as to size and build, than any other country. These saddles are chiefly made by the "Camille" firm in France, who can turn out wholesale a thoroughly serviceable article at 55 fr., equivalent to about 2*l.* 4*s.* Saddlery.

Germany has a complete monopoly of this article of hardware so generally in use in this country. The German manufacturers appear to have conformed in every respect to the requirements of the Colombian market, evidently taking as a maxim, "Suit the buyers and you command the market." The exact requirements of a foreign market should always be the first consideration in this age of commercial competition. No merchant can expect to hold his own by foisting into a foreign market goods which neither suit in size, length, or weight the taste of the buyer. Machetes.

As soon as any particular pattern of native-made cotton goods takes the fancy of the market, samples are sent over to Manchester, exactly copied, and piece-goods sent out here. These English goods can be made at a much less price than the native, and they command a ready sale. Cottons.

The same remarks may be said to apply to woollens.

Native goods are hand-made, and in consequence last better than machine-made.

The merchants of Great Britain have an advantage over every other nation in this respect, that, once having manufactured a class of goods which suits and satisfies a foreign market, they keep the article up to its original standard, whereas it is found that foreign manufacturers lower the standard of their goods on the principle of defeating competition by producing a baser article at a less cost. Advantage o English merchants.

Great Britain takes a great lead in this article, exporting 226·6 tons, as against 6·7 tons from the United States, and 24·1 tons from France. Roofing iron.

In mining machinery Great Britain is far ahead, exporting 73·9 tons, as against 9·8 tons exported from the United States. Mining machinery.

The United States command the market in this respect. Wheat flour.

exporting 3,470 tons, as against a merely nominal quantity exported by other countries.

Coffee. In 1891, 8,730·9 tons of coffee were exported from Colombia abroad, the United States taking 4,763·7 tons; Great Britain, 1,946 tons; Germany, 1,913·4 tons; and France, 996·4 tons.

Salt. Practically the only salt imported comes from Peru. In 1891 salt to the weight of 2,379·6 tons was thus imported.

Telegraphs.

History of the telegraph system. In 1865 the first telegraph line was started in Colombia, and in 1875 two lines existed, comprising 2,190 kiloms. working line and 53 offices, the first going in the direction of Cauca and Antioquia, the other towards Santander. From 1875 to 1880 930 kiloms. more were completed, and the first cable laid across the Magdalena River, at a place called Sitionuevo, to place Santa Martha in telegraphic communication with Barranquilla; also other lines were constructed in Bolivar and Magdalena Departments, but resulted badly.

From 1880–90 4,929 kiloms. of line were built and 147 offices erected.

From 1890 to June, 1892, there was an increase of 1,640 kiloms. and 44 offices. Thus in June, 1892, 9,689 kiloms. of line and 273 offices were in use.

From the Central Telegraph office at Bogotá 10 lines make their start as follows:—

Line.	Number of Kilometres.	Number of Offices.	To—
A	2,922	83	Carthagena.
B	929	31	Buenaventura.
C	1,555	65	Carchi, connecting with Ecuador.
D	1,632	63	Puerto Berrio.
E	1,233	53	All Boyaca Department.
F	275	3	Tusagasuga.
G	55	12	Honda.
H	229	12	Honda, duplicate of line D.
I	784	28	Buenaventura, duplicate of line B.
J	5	..	Completed towards Cucutá; will be a duplicate of line A and connect with Venezuela.

Miscellaneous.

Railroads. No railroads were undertaken in 1891; various projects had been discussed, but were laid by to be presented for the consideration of Congress.

Roads. One of the great necessities of this Republic are good travelling roads from the coast, where there are no navigable rivers, to the interior. As a rule they are in a most deplorable

and broken-down state at all times, and during the rainy season (about eight months in the year) nearly utterly impassable. The road from Honda, the disembarkation place on the Magdalena River, to Bogotá, the capital, the only means of communication with the outer world, is a striking instance of the sad want of foresight and enterprise in not opening up a better road to the Magdalena River, or in placing the present one in a decent state of repair. The distance from Honda to the plain of Bogotá is about 42 miles, and yet it takes the mail three days on mule back to make this short journey. Thus it is easy to perceive what annoyance and loss is caused to local merchants by the delay of goods on the road to the capital, combined with the wear and tear caused by bad weather and rough usage. Goods may sometimes take three weeks' travelling from Honda to Bogotá, *i.e.*, 21 days to do 42 miles of a journey. In other countries where railroads or carriage roads do not exist there are organised systems of carriage by horse or mule-back, whereas none seem to exist here. The accommodation for travellers on the road would also permit of great improvement.

This country is most amply endowed by nature in the character and richness of its soil, its mineral wealth, and the vast proportions of its territory, and a great many more of its resources could be developed by the opening up of railroads and the construction of good travelling highways, and a greater impulse to trade would also be given.

Rents. Rents are far higher than rightly they should be. For a commonly decent house, with the most ordinary modern conveniences, and unfurnished, a monthly rent is asked at any sum varying from 10*l.* to 15*l.* The rent of houses in Bogotá has doubled during the last ten years, and without any real reason. The supply of water for a house has also to be paid for at a price varying from 4 dol. to 8 dol. monthly. This is a city tax.

Food supply. The prices of beef and mutton, though the quality is poor, compare favourably with those ruling in other countries. Vegetables are abundant and fairly cheap. Fruit of a tropical kind grows luxuriantly, but deteriorates in flavour from want of cultivation and care.

Mining.

Iron. The "Pradera" ironworks, belonging to the family of Variga, are situated on the plains about 40 miles to the east of Bogotá, and have been working about 12 years. These mines now produce daily some 70 tons of pig-iron, which is converted into all kinds of cutlery and hardware. It is said that even small locomotives are manufactured at these works.

The works at Pacho, situated about 45 miles to the north-west of Bogotá, were originally founded by Mr. Robert Bunch some 50 years ago, and produced a good class of iron and rails of light weight. Pacho is a village in a lovely valley, surrounded

by lofty ranges, well watered by a stream that meanders through the centre. The ore, brought from a short distance, appears of good quality, and fuel is abundant. These works are now closed, as the Pradera works, having better facilities of communication, can produce an equal article at a less cost.

There were also some works erected at Samaca; these also are working no more. The ore was of excellent quality, but the quantity so small as not to be able to be worked profitably. The Government of Boyaca had spent 90,000*l.* on the foundry and buildings, and the development of the mine.

Emeralds. The celebrated mines of Muzo are situated at about 80 miles to the north and north-west of Bogotá, and on the banks of the River Minero. They are Government property but farmed out to a Colombian-French syndicate at a yearly rental of 2,250*l.* The working expenses can be roughly estimated at 10,000*l.* per annum, and the mines yield a fair profit, the production of emeralds being about of the value of 20,000*l.* annually. The rough stones are mostly sent to Paris to be cut, as native work is inferior to foreign. These mines are situated in a very rough wild country with nearly impassable roads; at the present moment there are about 300 natives employed at the works. The mode of working is by open cuts, the débris being washed down the river by water collected in a reservoir built above the level of the mine.

Salt mines. These mines are met with exactly 30 miles to the north of Bogotá, at a village named Zipaguira on the plains of Bogotá; the tunnels running into the mountains at an elevation of about 500 feet at the immediate back of the village. The main mountain appears to be one mass of rock salt. This is blasted out by means of powder, and sold by the weight. The salt water is also collected and evaporated in open tanks producing a fine white powdery salt. Pre-historic legends allege, and the geographical formation of the country would appear to bear out the assertion, that the plains of Bogotá were originally one vast lake stretching north and south about 150 miles; but that the waters found an outlet at the south end of the present plains at a place called Tequendama, where exists now one of the most beautiful waterfalls in the world. The salt mines at Zipaguira were known to and used by the Indians long before the Spanish Conquest. The mines are a Government monopoly and a source of great revenue, and on the breaking out of a revolution Zipaguira is a main place of attack and defence. At the present moment the mines are not fully worked, one main tunnel and shaft being closed up, yet the mines supply nearly the whole of Colombia with salt. The present price of salt could be greatly reduced by working all the tunnels, the contents of which are inexhaustible.

Currency.

Currency. No money of any description was coined in 1891. Mr. Wheeler, in his report on Colombia for the year 1890, mentions

that "the Director of the National Bank had bound himself to place the National Bank notes on an equality with a new silver coinage of ·835 fine to be coined in England before July, 1892." Nothing in this respect has been done, and, with the probability of a new issue of paper money, the day appears far-off when paper money will be worth its face value in silver or correspondingly in gold, and in consequence exchange must rule high.

Exchange. The rate of exchange varied but little in 1891, its lowest limit reaching 96 and its highest 102, for bills drawn at 90 days on England.

Sanitary. Leprosy still continues to increase in proportion to the population, but as Mr. Wheeler, in his report for 1889, has so ably described the disease, its history and development in Colombia, there remains little or nothing to add. I hear that projects were discussed as to the erection of better lazarettos and the centralisation of all lepers, but much opposition has been met with, and the question appears to have been dropped, probably from want of Government funds to support the scheme.

Statistical bureau. At last the Government has constituted a statistical bureau which will be of great importance for obtaining accurate and detailed statistics as to the progress of commerce in general. The newspapers edited here contain no information whatever on such topics, but appear only to deal with matters politic and polemic.

Annex 1.—TABLE showing Comparative Imports during the Years 1888–91.

Countries.	1888.		1889.		1890.		1891.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Great Britain	9,217	919,902	11,319	916,974	11,622	998,040	12,534	1,082,612
United States	6,024	200,368	8,227	246,094	9,130	243,692	12,386	328,746
Germany	3,149	233,956	4,496	264,278	4,607	327,204	5,519	336,958
France	3,030	388,598	3,736	482,316	4,750	542,610	4,650	631,620
Other countries	4,937	280,528	7,174	412,206	9,871	459,290	11,219	509,656
Total	26,357	2,023,352	34,946	2,315,868	39,980	2,570,836	46,298	2,889,592

NOTE.—It appears, therefore, that the value of the imports from Great Britain in the year 1891 was nearly as much as that of the United States, Germany, and France combined, and more than double that of all other countries.

TABLE showing Increase of Trade of each Nation in the Year 1891 as compared with the Year 1888.

Countries.	Increase.		Percentage of Increase.		Increase Percentage on Total Trade.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£
Great Britain ...	3,317	162,710	36	17·7	16·5	18·9
United States ...	6,362	128,378	105·6	64	32	14·8
Germany	2,370	103,002	75	44	12	11·9
France	1,620	243,022	53·5	62·6	8	28
Other countries ...	6,282	229,128	127·3	81·7	31·5	26·4
Total	19,951	866,240	76	43	100	100

Annex 2.—TABLE showing Comparative Exports to Foreign Countries during the Years 1888–91.

Countries.	1888.		1889.		1890.		1891.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£
Great Britain	6,168	400,589	6,049	454,763	6,247	483,532	7,744	906,374
United States	12,921	477,666	12,558	395,053	18,360	463,648	23,575	824,518
Germany	9,758	148,343	6,151	141,068	9,807	247,539	8,535	261,808
France	2,674	115,743	2,535	178,162	2,617	156,664	3,012	213,104
Other countries	18,847	408,320	14,634	300,688	11,962	406,934	8,140	274,473
Total	50,368	1,550,661	41,927	1,469,734	48,993	1,758,317	51,006	2,480,277

NOTE.—Although these tables are taken from the official statistics, they can only be regarded as giving approximate values for the purpose of comparison.

TABLE showing Increase or Decrease of Export to each Nation in the Year 1891 as compared with the Year 1888.

Countries.	Increase or Decrease.		Percentage of Increase or Decrease.		Percentage on Total Export.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£
Great Britain ...	+ 1,576	+ 505,785	+ 25·7	+ 126·2	+ 247	+ 54·4
United States ...	+ 10,654	+ 346,852	+ 82·5	+ 72·6	+ 1,670	+ 37·3
Germany	− 1,223	+ 113,465	− 12·6	+ 76·8	− 192	+ 12·2
France	+ 338	+ 97,361	+ 12·6	+ 84	+ 53	+ 10·5
Other countries ...	− 10,707	− 133,847	− 56·7	− 32·5	− 1,678	− 14·4
Total	+ 638	+ 929,616	+ 1·3	+ 60	100	100

NOTE.—The chief reason for the decreases shown was the cessation of the Canal Company's works on the Isthmus, whereby less provisions and goods were required for the labourers employed.

Annex 3.—TABLE showing the Principal Articles of Import into Colombia in the Year 1891, according to Countries, in Tons and decimals of Tons.

Articles.	Great Britain.	France.	Germany.	United States.	Other Countries.
	Tons.	Tons.	Tons.	Tons.	Tons.
Provisions	593·0	389·7	372·5	4,697·3	431·0
Fuel and lighting...	108·5	172·8	401·1	1,998·6	28·3
Crystal and glass	193·6	174·6	264·4	132·5	29·5
Hides and skins	50·7	107·1	44·4	12·9	3·9
Drugs and colours	224·9	209·4	77·6	262·8	17·3
Drinkables	357·1	1,440·6	929·0	205·4	2,245·4*
China and earthenware	347·6	82·1	618·1	20·1	8·7
Timber	64·3	117·5	205·8	1,428·0	83·0
Copper	64·9	57·8	46·5	10·9	2·3
Iron and steel	4,404·5	331·0	1,349·4	2,083·2	1,054·8†
Lead...	58·0	115·0	69·6	12·0	54·0
Stationery	33·1	373·8	254·9	108·8	28·3
Perfumery and soap	18·7	61·7	27·5	180·3	64·8
Stones	84·9	36·7	126·6	54·3	171·1
Salt	...	...	...	...	2,379·5‡
Cottons	4,431·6	220·0	261·0	402·8	153·2
Hemp and flax	834·7	27·2	50·8	86·8	36·1
Woollen	329·3	285·7	160·2	5·2	42·2
Silks	3·2	26·0	5·9	0·1	0·4
Other tissues (yarns)	70·4	33·7	14·5	12·2	0·5
Sundries	261·2	377·8	239·4	472·1	303·2§
Total	12,534·2	4,650·2	5,519·1	12,386·3	7,147·5

* Wine from Spain.
† Probably Belgium.
‡ From Peru.
§ Probably do not include importations viâ Cucuta, or importations free of duty to Panama and Colon.

Annex 4.—TABLE showing the Total Value of Exports from Colombia during the Years 1888–91.

Articles.	Value.			
	1888.	1889.	1890.	1891.
	£	£	£	£
Live animals—				
Poultry	5,044	1,144	723	463
Pigs	3,108	1,942	422	221
Cattle	48,484	25,003	25,510	16,237
Animal products—				
Goat and kid skins	1,495	1,526	1,759	5,237
Hides	153,149	115,915	98,713	107,118
Dried birds and feathers	1,423	3,321	3,046	1,518
Mineral products—				
Emeralds	..	190	1,286	280
Precious metals	300,840	395,392	357,761	545,486
Ores	20,223	45,430	64,501	88,952
Vegetable products—				
Cotton	7,569	9,618	30,435	32,165
Madder	1,400	206	275	1,235
Balsams	4,543	7,268	19,203	11,738
Cocoa	40,936	25,481	18,945	28,346
Coffee	378,127	351,629	426,203	679,137
Indiarubber	50,806	37,286	47,418	55,292
Cocoanuts	6,776	3,210	4,081	11,917
Dividivi	19,882	18,023	10,685	21,224
Timber, building, cabinet-making, and sleepers	15,673	21,338	21,803	13,816
Maize	318	1,695	419	1,298
Yams	11,586	2,918	239	31
Dyewoods	11,072	7,936	4,723	3,664
Plants	18,468	10,768	9,093	17,515
Bananas	196	..	..	3,403
Chinchona	13,919	4,610	488	225
Seeds	623	504	6,865	6,510
Tobacco	67,879	79,803	182,076	149,193
Vegetable ivory	54,804	36,465	34,142	28,352
Manufactured products—				
Starch	659	657	1,957	734
Sugar	3,767	3,018	3,096	2,626
Cigars	1,777	666	426	1,269
Hats	8,069	8,957	13,554	12,625
Other articles	19,108	14,774	20,444	18,629
Exports through Cucuta*	146,352	196,000	241,781	353,406
Total products	1,418,075	1,432,688	1,652,072	2,219,862
Silver coin (Dollars)	1,325,860	370,460	1,062,455	2,604,147

* Transit through Venezuela. Bulk shipped in Maracaibo.

NOTE.—Showing an increase in 1891 of 60 per cent. as compared with 1888.

Annex 5.—TABLE showing the Weight and Approximate Value of Colombian Trade during the Year 1891, on the basis furnished by the introduction to the Official Statistics.

Countries.	Imports.		Exports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£
Great Britain*	12,534	1,082,612	7,744	1,341,434	20,278	2,424,046
France	4,650	631,620	3,012	300,757	7,662	932,377
Germany	5,519	336,959	8,535	263,762	14,054	600,721
United States	12,386	328,745	23,575	899,204	35,961	1,227,949
All other countries ...	11,219	518,276	8,140	326,178	19,359	844,454
Total	46,308	2,898,212	51,006	3,131,335	97,314	6,029,547
Deduct silver coin exported to England for recoinage	...	...	...	197,139	...	197,139
Grand total ...	...	2,898,212	...	2,934,196†	...	5,832,408

* Owing to the fact that a large proportion of British exports from Colombia consists of gold and silver ores, which are declared at their gold value, although entered in the official returns given in Annex 2 as currency, the British percentage of the export trade in this table amounts to 42·8 per cent., instead of 25·7 per cent. as in Annex 2.

† There is probably a real excess of exports over imports as money is not infrequently left in Europe to draw against when the exchange is favourable.

Annex 6.—SHOWING Increase of Post Office Matter in 1890–91, as compared to 1888–89.

Items.	1888–89.	1890–91.	Increase.	Percentage of Increase.
	Number.	Number.	Number.	
Letters	1,747,258	3,329,483	1,582,225	90
Postcards	13,488	29,774	16,286	120·6
Official notes	269,200	275,457	6,257	2·3
Papers	805,940	980,109	174,169	21·6
Business papers ..	763	1,547	784	112
Patterns	2,290	3,417	1,127	49
Letters and other matter (registered)	24,044	105,498	81,454	381
Values declared ..	18,154	31,067	12,913	71
Total	2,881,137	4,756,352	1,875,215	65

Annex 7.—Return of Shipping Entered into Colombian Ports during the Years 1888–91.

Nationality.	1888.						1889.					
	Steamers.		Sailing Vessels.		Total.		Steamers.		Sailing Vessels.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain	367	407,693	11	3,246	378	410,939	351	415,873	10	2,387	361	418,260
France	66	161,259	1	376	67	161,635	71	161,328	9	2,065	80	163,393
Germany	37	50,017	9	2,176	46	52,193	42	64,710	16	4,804	58	69,514
United States	10	6,603	6	1,143	16	7,749	1	110	8	2,507	9	2,617
Other countries	77	68,057	188	13,621	265	81,678	118	126,887	268	18,091	386	144,978
Total	557	693,632	215	20,562	772	714,194	583	768,908	311	29,854	894	798,762

Nationality.	1890.						1891.					
	Steamers.		Sailing Vessels.		Total.		Steamers.		Sailing Vessels.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Great Britain	355	409,860	18	4,657	373	414,517	345	418,407	15	3,741	360	422,148
France	71	146,163	2	811	73	146,974	108	143,443	4	1,416	112	144,859
Germany	62	94,746	15	4,476	77	99,222	49	75,957	8	2,800	57	78,757
United States	...	...	14	2,857	14	2,857	...	...	11	3,639	11	3,639
Other countries	138	125,014	347	18,274	485	143,288	137	103,901	335	16,007	472	119,908
Total	626	775,783	396	31,075	1,022	806,858	639	741,708	373	27,603	1,012	769,311

Note.—The majority of the sailing vessels are of Colombian origin, and also comprise a few coasters from Peru, Venezuela, Holland, and Norway.

(75) 1 '93—H & S 1452)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1227.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

COREA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF COREA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1088.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—114.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116	Berne	1d.
1117.	Palermo	2½d.
1118	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	3d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.

No. 1227.

Reference to previous Report, Annual Series No. 1088.

COREA.

SÖUL.

Mr. Hillier to the Earl of Rosebery.

My Lord, *Söul, March* 24, 1893.

I HAVE the honour to transmit herewith a Report on the Trade of Corea for the year 1892, to which are annexed tabular returns.

I have, &c.

(Signed) WALTER C. HILLIER.

Report on the Trade of Corea for the Year 1892.

ABSTRACT of Contents.

	PAGE
Shipping	2
Corean Steamship Company	3
Vladivostock: demand for labour	3
River steamers	3
Tramway	3
Cost of transport	4
Exports	4
Commercial prosperity: necessary conditions for	4
Failure of crops	4
Hides	4
Rinderpest	4
Skins	4
Fisheries	4
Paper	4
Gold	5
Balance of trade	5
Oils (American-Russian)	5
Lenos	5
Yarns	5
Cotton piece-goods	5
Silk ,, ...	5
Value of trade in excess of statistics	5
Goods landed at non-treaty ports	6
Duties ad valorem unsatisfactory	6
False invoices	6
Duty free list	6
Frontier trade	7
Depreciated cash currency	7

Abstract of Contents—continued.

	Page
Silver coinage	7
Mint	7
Copper cash	8
Bank notes	8
"Times" correspondent on Corea	8
Financial troubles	8
Prospects of improvement	9
Minerals	10
Debts of Corea	10
Agricultural capabilities	10
Tables—	
Annex I.—Shipping returns during year 1892	11
„ II.—Return of principal articles of export during years 1892–91	12
„ III.— „ „ import during years 1892–91	13
„ IV.—Total value of exports and imports during years 1892–91	15
„ V.—Return of net values of direct foreign trade in years 1887–92	16
„ VI.—Manufacture of paper	16

The foreign trade of Corea for the year 1892 fell considerably short of that of the two preceding years, as may be seen from the following tables*:—

	Value.	
	1892.	1891.
	£	£
Exports to foreign countries	366,560	561,057
Imports from „	689,772	876,078
Total	1,056,332	1,437,135

Inter-port Trade.

	Value.	
	1892.	1891.
	£	£
Exports	152,224	94,125
Imports	297,105	205,017
Total	449,329	299,142

Shipping.

Notwithstanding a falling-off of between 5 per cent. or 6 per cent. in the declared value of the trade for 1892 as compared with that of 1891, there has been an increase of 30,000 tons in the

* The sterling value of the dollar is reckoned throughout this report at 3*s.*, which represents the average rate of exchange for the year 1892, as fixed by Her Majesty's Treasury. The rate taken for 1891 was 3*s.* 4*d.*

shipping entered at the customs during the year under review; the Corean shipping, including one Norwegian steamer chartered to a Corean company, having increased by 11,000 tons odd, the Japanese by nearly 15,000 tons, and the Russian by something over 6,000 tons. The three British steamers figuring in the returns represent one small steam whaling craft, which was cruising off the coast, and put in at Fusan with whales' flesh for sale. The Corean company above-mentioned have recently added a vessel of 1,000 tons to their fleet, but it has not yet been taken over. The steamers of this company have hitherto been engaged in conveying the so-called "tribute rice" from the non-treaty ports to Chemulpo, but I understand it is their intention to extend the voyages to Chefoo as one terminus and Vladivostock as the other. A large number of Chinese and Coreans go to Vladivostock in the spring and return just before the port closes for the winter. The former find employment in the collection of seaweed, which is exported for various purposes, and a growing market for native labour is afforded by the Siberian Railway now in process of construction. At Chefoo the steamers of the Corean company will connect with the Chinese line known as the "China Merchants' Company," who will cease running their own steamers to Corea, at least, that is the present programme. With the monopoly of the transport of Government rice, and the support of the Chinese line there is no reason why the Corean company, under proper management, should not be made a profitable undertaking, but under native management it is doomed to end in heavy loss.

Corean Steamship Company.

Vladivostock. Demand for native labour.

It is a satisfaction to be able to report that two suitable steamers for the navigation of the Han River between Chemulpo and Riongsan, 3 miles distant from Söul, are in process of construction, and will probably be running in a few months' time These steamers, which are to afford good passenger accommodation, are to carry 70 tons of cargo, and to have a speed of 14 knots, will prove an immense boon to travellers, many of whom have been deterred from visiting the capital in consequence of the difficulty and discomfort of the road journeys. They should prove a good investment for the Chinese company which is to run them. This company owes its existence to the energy and enterprise of the Chinese Resident, who is at all times ready to give his powerful support to schemes for the advancement of the real commercial interests of this country.

There is a scheme on foot for the establishment of a line of tramway between Riongsan and Söul, which it is much to be hoped will be carried through, as it would be a great boon to natives as well as foreigners. The construction even of a road practicable for wheeled vehicles between the river and the city would be an immense gain, and if it could be followed by the opening of cart roads to more distant places the advantages to the Coreans themselves would be incalculable. This may be realised when it is borne in mind that the population of the city, which is variously estimated at from 150,000 to 250,000 persons, is

Tramway.

furnished with all its supplies by means of pack animals or porters. The cost of one pony per day carrying about 200 lbs. is, roughly speaking, 2*s*. A fair day's journey for a pony is 30 miles, so that the cost of transport amounts, approximately, to between 8*d*. and 9*d*. a mile per ton. It is the enormous cost of transport that is the chief bar to the development of the agricultural resources of this country. There is nothing to be gained, in the inland districts, by producing more rice than can be consumed locally, for it cannot be carried away, and nothing has done more to foster the apathy and indolence which are so marked a feature of the Corean character than the want of roads by means of which surplus products can be carried away and bartered for comforts which the Corean at present does not miss because he has never been introduced to them.

Cost of transport.

Exports.

A reference to Annex II. will disclose a lamentable falling-off in the export trade for the year 1892, the decrease in value, as compared with the preceding year, being close on 200,000*l*., or rather more than 30 per cent. As has been observed in previous reports, there are two conditions necessary for commercial prosperity in this country, good harvests locally and bad harvests in Japan. These conditions were fulfilled in 1890 and 1891, but were reversed in 1892, the harvests in Japan being phenomenally good, while those in Corea were exceptionally bad. In some parts, notably in the northern provinces, the failure of the crops from drought caused much distress, and Yuensan, instead of being a port of shipment for grain, became practically one of import. In Fusan and Chemulpo the export of rice diminished by about one-half, and of the remaining items on the list there are only three that show an appreciable increase, viz., hides, fish, and skins. The increase in the number of hides, however, is due to an epidemic of rinderpest, so that it can hardly be placed on the credit side of the account, the cost of transport being enhanced by the paucity of beasts of burden, and so tending materially to the decrease of the export trade. The export of skins, mostly fox, badger, and wild cat, has nearly doubled, and at the prices at present prevailing this trade should develop considerably.

Commercial prosperity, necessary conditions for.

Failure of crops.

Hides.

Rinderpest.

Skins.

The fishing season has been a remarkably good one, and the export of dried fish was probably much larger than appears in the returns, as hundreds of Japanese boats are engaged in this industry, and many of them presumably carry their own fish across to Japan without declaring it at the customs.

Fisheries.

Paper shows an increase, and as the excellent qualities of Corean paper become better known there should be a large demand for it. The better qualities of Corean paper are almost as strong as cloth, and are applied by the natives to numerous uses. A short account of the process by which this paper is manufactured has been drawn up by Mr. Fox, assistant to the Consulate General, and will be found in Annex VI.

Paper.

Gold has been exported in larger quantities than usual. This is accounted for by the fact that imports could not be paid for to the average extent by grain exported, and also to the failure of the crops, which forced the peasants to take to gold-washing for a living. The customs returns, however, afford no indication of the amount which actually leaves the country. These figures might, I think, be safely doubled, for only a small proportion of the gold exported is shipped as freight, while a large quantity is taken away by junks and fishing vessels that visit the non-treaty ports. That this is the case is proved by the fact that the value of imports exceeds that of exports by 16 per cent., the balance of trade against Corea since 1884, the first year in which accurate returns were compiled, being 8,000,000 dol.

Gold.

Gold returns unreliable.

Balance of trade against Corea.

Imports.

The value of foreign goods imported during the year under review is less than that of 1891 by nearly 20,000*l*. There are only five items that show an increase, viz., metals, coal and coke, machinery, kerosene oil, and salt, and of these oil is the only important one. The import of kerosene oil in 1892 was over 191,000 gallons in excess of the amount imported in 1891, and the bulk of it was American. Russian oil is steadily losing ground, entirely in consequence of bad packing. The tins leak, and the cases are far too flimsy to stand the rough handling to which they are necessarily subjected in transport into the interior.

Decrease in value.

Oil.

American.

In imports of British origin lenos and yarns are the only articles that show an advance. White lenos are supplanting lawns in the Corean market, being apparently more suited for summer use, and standing the native system of washing better.

Lenos.

Yarns are worked into cloth by the peasants at their own homes.

Yarns.

Cotton piece-goods are deteriorating in quality, recent imports being heavily sized and inferior in every respect to earlier samples. These goods, I understand, are specially made for the Corean market, presumably to satisfy a demand.

Cotton piece-goods.

There has been an increase in the import of silk piece-goods from China. These were mostly taken by the inmates of the palace, the mourning for the Queen Dowager, who died some 2 years ago, being now at an end.

Silk piece-goods.

General Remarks.

While the returns compiled by the customs are absolutely correct so far as they go, the figures certainly do not represent the actual value of the foreign trade of Corea. Indeed, it has been estimated by one of the highest authorities that it would be safe to double them. However that may be, it is certain that foreign

Value of trade in excess of statistics.

goods in no inconsiderable quantities are landed at places and ports along the coast which are not open to foreigners. At Ping-yang on the west coast there is constant communication by junk with the Chinese mainland, and on the south and east coasts there is not a bay or inlet in which Japanese fishing-boats are not to be found.

Goods landed at non-treaty ports.

These vessels are constantly going and coming from Japan, and it is more than probable that they bring over with them small parcels of goods for sale at the various places which they frequent. Under the Japanese and Corean Fishery Convention Japanese fishermen are allowed to land and sell their fish at any point on the Corean coast they please. There are no custom-houses to take cognisance of their proceedings, and no preventive service of any kind exists except at the treaty ports, while even this is limited in its operation. It is hardly likely, therefore, that the Japanese fishermen, whose licensed boats on the Corean coast number about 800, would refrain from doing a little import business on their own account when they have the advantage of not being called upon to pay any duty.

Duties ad valorem unsatisfactory.

Another factor which renders the returns of trade unreliable is the present system of collecting duties "ad valorem." Under existing arrangements importers have to produce their invoices at the custom-house and pay duty "ad valorem" on these invoices, plus charges for freight, &c.

To prevent evasion of duty by false statements of value certain safeguards are provided in the Regulations, one of which gives the customs the power to purchase goods at the importer's valuation, with an addition of 5 per cent. In practice this system has not worked satisfactorily, for goods so purchased have generally to be put up to auction, and the mercantile community, which is almost entirely composed of Chinese and Japanese, take care that the goods shall be sold at a loss to the customs, or, at any rate, at no loss to the importers, who can, if they like, buy them in again.

False invoices.

The result is that 99 out of 100 invoices are "cooked" in the most open manner, and the amounts declared fall short of the actual values by at least some 20 per cent.

Advantages of specific tariff.

The obvious remedy for this state of things is the substitution of a specific for an "ad valorem" tariff, and as the Corean Government have the right, under treaty, to demand the conversion of the present tariff into specific rates, they would do well, in their own interests, to take advantage of this provision. The change would be beneficial to foreign importers as well, particularly if the opportunity were taken to place a few more articles on the free list and reduce the duties on some other articles which are too heavily taxed.

Duty free list should be extended.

The Chinese tariff is much more liberal in the matter of duty free goods than the Corean, only five articles being free in the latter tariff, against 33 in the former. Duty is levied in Corea upon the most trifling articles, which, dutiable or not, would in any other country be allowed to pass free. A single pair of boots or an article of wearing apparel is taxed; even the importer of a

leg of mutton (mutton being a foreign luxury) or a basket of cabbages has to declare his purchases at the customs and pay 5 per cent. duty on pain of confiscation of his purchase. Such a system as this is most annoying to the foreigner, and entails an amount of petty work on the customs staff which can hardly pay for the time consumed. One result of this universal duty is that a large number of Chinese and others make a living as itinerant bagmen by travelling to and fro with provisions and other household necessaries which they bring in as personal baggage—a duty free article—not to mention portable articles of value, such as watches, &c., which pay 20 per cent. As nearly 10,000 passengers—Corean, Chinese, and Japanese—entered the treaty ports during 1892, the amount of dutiable articles brought in by them without paying duty must have been appreciable.

Lastly, in estimating the value of the Corean foreign trade, allowance must be made for the trade on the Russian and Chinese frontiers. No returns of this trade are procurable, but there is every reason to believe that the value is appreciably increasing. Frontier trade.

It has earlier been observed that the failure of the crops is the chief cause of the diminution of the trade during the year under review. While this country, in common with China and Japan, has also suffered from the steady decline in the value of silver, another and very substantial element in the financial depression is the deplorable condition of the Corean currency. This is steadily depreciating in value, and is so fluctuating as to cause serious embarrassment to foreign merchants. In my last report I stated that arrangements had been made for the issue of a silver coinage by the Corean mint, which was to have a constant value of 500 cash, subsidiary coins being struck bearing an equivalent cash value to the fraction of the 500 cash piece that they represented. A mint for the manufacture of these coins was built last year at Chemulpo at a cost of over 20,000 dol., and commenced working a short time ago. A number of specimen coins have already been struck, two of silver, one of nickel, one of copper, and one of brass. The large silver coin is styled a 5 riang or 500 cash piece; it weighs 416 grains and is of 900 fineness, which I believe is the same as that of the Japanese yen. The smaller silver piece is called a 1 riang, or 100 cash-piece, and is supposed to have the same value as a 20 c. piece. The other subsidiary coins are:— Decrease in the value of silver. Depreciated cash currency. Silver coinage. New mint.

(*a*) A nickel piece of the value of 5 c. or 25 cash.

(*b*) A copper piece of the value of 1 c. or 5 cash.

(*c*) A 1 cash piece of brass.

The mint, which is for the most part fitted with plant taken from the old Goverment mint at Söul, contains nine stamping machines, six of which are of British make and three of German. Each machine is supposed, when in proper order, to be capable of turning out about 30,000 coins per day of 8 hours. The salary and wages account amounts to about 1,700 dol. per month, to which must be added the cost of fuel, light, and other items. The metal is sent over from Japan already prepared, and the only work which has to be performed by this costly establishment is to stamp and Mint: cost of working.

mill the coins, a process that could be carried out in Japan for a comparatively trifling sum. Weighted with these preliminary charges, and taking into consideration the heavy item of freight, it seems impossible that the issue of this new coinage can be productive of anything but heavy loss to the Government, the more that it has yet to be proved that the people will be prepared to accept it. A certain amount may, no doubt, be forced on the country in the shape of pay to officials and wages to troops, to whom the Government are at present heavily in debt, but as long as customs dues are payable in Japanese yen and Mexican dollars, of which a comparatively large amount is already in circulation, these will certainly impede the circulation of the new coins and keep them at a discount, reducing them, as far as foreigners and foreign trade are concerned, to their face value. There seems to be absolutely no reason why the Corean Government should establish a silver coinage of their own at all, as the Mexican dollar and Japanese yen are freely accepted everywhere and fully satisfy the requirements of the country. The issue of a local silver coinage is merely a question of national pride for which this country will have to pay a heavy price, and even this price might be diminished if the Government would be content to have their coins manufactured elsewhere and imported ready made. Coins of this description would command the confidence which a locally manufactured coin can never inspire under present conditions of administration, and the Government is simply throwing money away on an experiment that is doomed to fail. Meanwhile, after striking off some 60,000 dol. worth of coins, work has been stopped at the mint, and it is rumoured that the whole of the issue is to be melted down and minted again, as objections have been raised in certain high quarters to the inscription they bear. If the Corean Government would confine its attention to a cash coinage of unvarying standard much good would result, but the tentative 1 cash piece now struck off will be a failure, for they have neglected to pierce it in the centre. The Coreans have been accustomed for centuries to carry their cash on a string, and considering that 15 of the new cash go to 1*d.* it is manifestly more convenient to carry them in strings than loose in a bag. It was intended to issue cash notes concurrently with the new coinage, and specimen notes have already been printed in Japan, but the authorities have been induced to abandon the idea. It is to be hoped they will also be induced to confine their attention to a cash coinage and to leave silver alone. They would do a real service by substituting a cash-piece of uniform weight and quality for the rubbish that now goes by the name of cash, and they should consider the money sunk in their silver coins as one more item in the bill they have already had to pay for the purchase of experience.

New coins: loss attendant on manufacture. Success doubtful.

Silver coinage not needed.

Corean coins will not inspire confidence.

Manufacture stopped.

New issue contemplated.

New cash only required.

Bank notes.

Attention has recently been drawn to this country in a series of interesting letters to the "Times," communicated by a keen observer and most able writer, who has depicted its condition in a graphic and accurate manner. With his observations on the political future of Corea this report has no concern, but he has

"Times" correspondent on Corea.

drawn such a deplorable picture of her financial condition that the question may naturally be asked whether or no there is any hope of improvement in this direction. While it must be admitted that, under present circumstances, the outlook is not encouraging, it would, I think, be premature to say that reform is impossible. It must be remembered that it is only a decade since Corea emerged from a condition of complete isolation, before which time all communication with the outside world, except under strict limitations, was absolutely prohibited. With the opening of the country to foreign commerce a new state of things commenced and the history of the past few years has afforded undeniable evidence of the desire of the Ruler of the kingdom to do everything in his power to develop the resources of his domain, and to follow the example set by the neighbouring empire of Japan. Amongst the enterprises which owe their initiation to his personal energy, and have been supported entirely by his private funds, the following is by no means an exhaustive list: a paper manufactory, a match factory, gardens for the cultivation of the mulberry and the breeding of silkworms, looms for weaving silk and satin fabrics, a model farm conducted on Western principles for the growth of foreign cereals and the breeding of foreign stock, a powder manufactory and arsenal, a steamer company for developing trade with non-treaty ports, foreign schools, a foreign hospital for the treatment of indigent sick, a Government mint, an army drilled in the foreign fashion, a postal system, &c.

Prospects of improvement.

Efforts of King to develop resources of country.

Enterprise initiated.

The melancholy fact has to be admitted that not one of these undertakings has been carried to a successful issue, with the exception, perhaps, of the foreign school, which still continues to exist and would certainly flourish if encouragement were given to the pupils it turns out. The money absorbed in these enterprises forms a formidable total, and it is hardly to be wondered at that the King begins to weary of experiments that have cost him a fortune, and for which there is nothing to show but deserted buildings and rotting machinery. The fault lies in the system that has been adopted. There is no reason why, under proper conditions, success should not have attended almost all of them.

Pecuniary losses.

Causes of failures.

The error that has hitherto been committed is to carry on these undertakings as Government concerns with capital supplied by the Sovereign and filtering through native hands. The system must be changed if success is to be attained. What is wanted is to interest foreigners themselves, and to embark foreign capital in these schemes. The responsible authorities have hitherto been deluded into the belief that this country is a second El Dorado, and they consequently meet any overtures for the working of mines, &c., with exorbitant demands for the sale of concessions, followed by royalties which are practically prohibitive. The capabilities of the country in the matter of mineral wealth have never been properly tested, but it has certainly been proved that gold and other minerals do exist in sufficient quantities to be worked at a profit if the taxes upon the output are not exorbitant. It would be perfectly possible to secure

No Government enterprises can pay.

Foreigners should undertake them.

Minerals would pay for working.

the right of taking over such mines when the Government was ready to work them with any degree of success, and meanwhile a steady revenue could be obtained with no pecuniary risk whatever. As regards the actual debts of Corea, they are, comparatively speaking, trifling, and it would be a simple matter to pay them off in a year or two if the attempt were seriously made, and no more money was sunk in futile efforts to recover past losses by new undertakings under Corean management. Local taxation, as at present levied, would yield a fair revenue under honest management, but it must be years before a change can be expected in this quarter.

Revenue from royalties.

Debts of Corea.

Agricultural capabilities.

The agricultural capabilities of the country can be testified to with confidence. Not more, possibly, than half the available land is at present under cultivation, and the export of grain could easily be increased tenfold, and would be increased if facilities were given for bringing it to the sea coast. But roads must be made, and it is the business of no one to make them. Until this fact is recognised there is no likelihood of any great increase in the export trade of this country, upon the extent of which the import trade must depend. A bad agricultural year like the past season makes an immediate impression, but none the less there is a steady if gradual improvement, which will, I venture to predict, continue to go on in spite of the great drawbacks to its development which I have endeavoured to indicate.

Improvement gradual.

Annex I.—Return of all Shipping at the Open Ports of Corea during the Year 1892.

Entered.

Nationality.	Jenchuan (Chemulpo).				Fusan.				Yuensan.				Corea.	
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...	3	426	...	...	...	...	3	426
Corean	62	3,412	12	3,692	8	696	2	466	5	298	9	216	98	8,780
Japanese	232	10,829	132	85,377	472	13,501	227	157,799	38	2,233	54	55,884	1,155	325,623
Russian	...	...	1	258	...	...	22	12,070	...	...	22	12,527	45	24,855
Chinese	31	757	17	14,243	...	...	...	...	...	...	...	...	48	15,000
German	...	...	15	6,045	...	...	...	...	...	...	...	...	15	6,045
Norwegian	...	...	21	9,324	...	...	1	444	...	...	...	...	22	9,768
Total	325	14,998	198	118,939	480	14,197	255	171,205	43	2,531	85	68,627	1,386	390,497
,, for the preceding year	267	12,230	182	104,896	729	19,377	230	160,998	33	2,480	60	58,164	1,501	358,145

Cleared.

Nationality.	Jenchuan (Chemulpo).				Fusan.				Yuensan.				Corea.	
	Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...	3	426	...	...	...	...	3	426
Corean	56	3,089	12	3,358	7	604	2	466	5	298	9	216	92	8,031
Japanese	249	11,576	133	86,454	492	14,101	227	157,799	39	2,292	54	55,884	1,194	328,106
Russian	...	...	1	258	...	...	22	12,070	...	...	22	12,527	45	24,855
Chinese	31	676	17	14,243	...	...	...	...	...	...	...	...	48	14,919
German	...	...	15	6,045	...	...	...	...	...	...	...	...	15	6,045
Norwegian	...	...	20	8,880	...	...	1	444	...	...	...	...	21	9,324
Total	336	15,341	199	119,238	499	14,705	255	171,205	44	2,590	85	68,627	1,418	391,706
,, for the preceding year	266	12,051	180	104,662	732	19,546	230	160,998	31	2,314	60	58,164	1,499	357,695

Annex II.—Return of the Principal Articles of Export from the Open Ports of Corea during the Years 1892–91.

Articles.		Jenchuan (Chemulpo).				Fusan.				Yuensan.			
		1892.		1891.		1892.		1891.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£		£
Barley	Tons ...	267	519	1,126	2,519	...	...	3,499	13,675	...	...	...	...
Beans and peas	,, ...	15,431	51,735	20,841	82,966	15,690	64,739	12,499	60,075	848	3,209	2,210	9,282
Bêche-de-mer	Cwts. ...	8	22	8	33	960	1,991	645	1,430	180	443	55	122
Bones, cow	Tons ...	467	1,411	450	802	71	180	76	214	72	120	33	65
Cattle, live stock	Head ...	43	27	61	39	353	495	97	199	133	458	57	281
Fish of all kinds	Tons ...	5	349	4	243	2,429	11,899	885	5,038	564	1,421	3,135	7,608
Hides, cow	,, ...	441	16,149	341	13,697	486	17,982	294	13,859	264	9,651	202	8,218
Millet	,, ...	...	1	371	986	...	...	...	...	...	...	...	...
Paper	,, ...	61	3,876	53	3,704	46	2,825	21	1,350	...	...	...	...
Rice	,, ...	15,174	69,996	22,827	120,507	14,968	79,284	32,349	182,325	71	498	62	555
Rye	,, ...	...	...	...	...	...	...	174	850	...	...	...	...
Seaweed	,, ...	7	40	41	279	893	6,227	883	6,852	...	38	...	...
Sharks' fins	,, ...	...	...	...	...	17	1,556	28	2,219	...	...	...	35
Skins of all kinds	Pieces ...	17,266	4,356	10,915	1,051	1,897	113	...	...	12,882	328	6,653	233
Wheat	Tons ...	1,115	4,391	1,210	4,601	...	...	443	2,341	...	...	169	892
Other articles	...	...	7,539	...	4,226	...	5,006	...	7,285	...	686	...	401
Total	...	...	157,411	...	235,653	...	192,297	...	297,712	...	16,852	...	27,692

	1892.	1891.
	£	£
Total exports from all Corea to foreign ports ...	366,560	561,057

Annex III.—Return of the Principal Articles of Import to the Open Ports of Corea during the Years 1892-91.

Articles.		Jenchuan (Chemulpo).				Fusan.				Yuensan.			
		1892.		1891.		1892.		1891.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£		£
From foreign countries—													
Cotton goods—													
Shirtings	Pieces ...	302,087	130,655	397,348	194,323	89,037	38,384	161,551	77,756	89,836	41,541	104,520	53,844
T-cloths	,, ...	2,915	460	4,088	1,117	...	...	...	...	2	...	...	...
Drills	,, ...	11,775	5,503	12,733	6,281	4,649	2,400	10,186	6,032	1,573	894	1,264	757
Jeans	,, ...	8,348	2,727	14,790	6,152	...	...	...	...	80	33	...	...
Turkey-red cloth	,, ...	7,641	2,141	6,824	2,190	2,108	411	2,201	472	2,475	882	1,767	690
Lawns and muslins ...	,, ...	143,414	14,622	218,046	23,442	96,746	14,186	130,016	21,839	22,875	3,682	29,396	5,446
Lenos	,, ...	87,174	26,803	69,037	25,545	...	...	...	...	...	...	...	...
Sheetings	,, ...	9,801	4,387	11,394	5,737	...	...	...	...	141	73	4	2
Lastings	,, ...	2,538	1,120	3,267	1,584	1,136	538	1,248	696	2,060	1,069	2,101	1,161
Cotton goods (Chinese and Japanese)	,, ...	80,490	4,938	160,732	11,110	60,981	4,897	129,862	9,422	19,700	1,478	16,770	1,451
Yarn and thread	Lbs. ...	184,722	5,536	133,733	4,536	95,600	2,789	69,733	2,254	36,095	3,571	73,733	2,916
Other cotton articles ...	...	15,991	3,209	...	1,904	2,584	528	...	908	...	468	...	382
Woollen goods	...	...	3,537	...	6,564	...	857	...	1,613	...	363	...	601
Miscellaneous	...	...	1,512	...	3,084	...	135	...	298	...	51	...	61
Metals—													
Copper (all kinds)... ...	Tons ...	1,096	47,536	562	24,676	139	5,968	156	8,021	53	2,257	63	3,006
Iron (all kinds)	,, ...	11,676	4,036	664	4,385	178	1,537	223	2,409	45	532	45	630
Lead	,, ...	134	1,714	26	361	6	89	5	84	1	23	1	31
Spelter	,, ...	1,004	22,034	393	9,427	3	91	6	166	...	5	2	42
Tin (all kinds)	,, ...	53	1,425	68	3,307	71	6,651	41	4,190	...	10	14	1,333
White metal	,, ...	...	247	12	1,882	12	1,855	13	2,284	3	461	4	577
Old brass metal	,, ..	196	5,466	90	2,584	...	...	...	...	...	...	...	...
Metals, manufactured ...	,, ...	26	229	...	6,175	...	5,281	...	9,708	...	1,088	...	1,800
Other metals	...	...	542	...	1,159	...	988	...	1,694	...	28	...	...
Sundries—													
Arms and ammunition ..	...	...	4,602	...	4,872	...	...	...	...	...	...	...	...
Bags and ropes	Pieces ...	...	5,119	...	7,226	1,038,483	5,548	...	9,263	...	446	...	1,055
Clothing	...	...	1,273	...	2,516	...	1,618	...	2,548	...	359	...	380
Coal and coke	Tons ..	4,141	3,059	2,135	1,732	2,168	1,617	1,301	1,261	166	177	58	64
Cotton	,, ...	46	2,139	50	2,490	9	460	72	1,085	120	5,790	106	5,637
Dyes	,, ...	62	6,356	89	7,148	14	2,619	16	3,644	5	742	5	900
Fish (all kinds)	,, ...	93	895	205	1,803	76	754	75	861	17	100	13	157

RETURN of the Principal Articles of Import to the Open Ports of Corea during the Years 1892–91—continued.

Articles.		Jenchuan (Chemulpo).				Fusan.				Yuensan.			
		1892.		1891.		1892.		1891.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£		£
Sundries—continued—													
Fruit	Tons ...	170	1,278	...	...	62	382	...	...	8	64	...	...
Grass cloth	Pieces ...	159,560	14,935	...	15,497	6,294	1,442	...	1,944	2	712	...	1,223
Horse-hair	Tons ...	6	879	12	1,704	2	918	4	912	...	...	...	...
Matches	Gross ...	65,005	3,379	89,459	5,782	157,950	4,977	185,456	6,221	2,814	136	2,656	195
Medicines	,, ...	...	2,209	...	2,405	...	756	...	758	...	64	...	104
Needles	Mille ...	32,840	827	105,970	3,323	...	...	5,020	193	...	...	...	...
Oil (kerosene)	Gallons	350,410	9,559	219,360	6,727	257,003	6,953	236,880	7,301	127,130	3,833	87,200	3,052
Paper	Tons ...	78	2,231	87	2,660	9	358	15	629	4	190	3	179
Porcelain	,, ...	285	3,628	...	4,967	...	947	...	1,538	22	388	...	540
Provisions	...	...	5,472	...	1,922	...	2,038	...	2,288	...	261	...	169
Saké and samshu	...	...	3,473	...	3,698	...	2,521	...	2,985	50	657	...	765
Salt	Tons ...	2,163	2,792	10	50	491	7,264	5,373	8,343	1,456	1,901	1,133	1,743
Silk piece-goods	Pieces ...	68,077	47,869	64,512	53,389	8,966	4,399	17,500	9,646	...	4,957	...	8,484
Skins and skin strips ...	...	...	1,529	...	2,336	...	...	...	...	...	...	...	...
Sugar	Tons ...	141	2,286	137	2,301	74	1,355	74	1,565	8	167	9	200
Timber	Cub. feet	111,306	1,257	...	2,528	...	4,248	...	7,495	...	154	...	521
Tobacco	...	...	1,152	...	1,393	...	1,076	...	1,047	...	211	...	198
Umbrellas	Pieces ...	20,926	843	...	...	19,739	549	...	...	3,100	101	...	...
Other articles	...	...	36,778	...	38,466	...	13,926	...	24,727	...	2,988	...	5,242
Total from foreign ports	...	...	456,199	...	524,440	...	154,311	...	246,100	...	82,907	...	105,528

	1892.	1891.
	£	£
Total imports to Corea from foreign countries ...	693,417	876,078

Annex IV.—TABLE showing the Total Value of all Articles Exported from the Open Ports of Corea and Imported into the Open Ports of Corea, to and from Foreign Countries during the Years 1892–91.

Country.	Corean Port.	Exports.				Imports.			
		1892.		1891.		1892.		1891.	
		£	£	£	£	£	£	£	£
China	Jenchuan (Chemulpo)..	15,195		17,171		256,488		289,311	
	Fusan	6,316		4,893		4,273		6,975	
	Yuensan	968		680		46,514		44,456	
			22,479		22,744		307,275		340,742
Japan	Jenchuan (Chemulpo)..	141,556		2 8,391		197,806		235,108	
	Fusan	184,537		592,333		148,429		238,981	
	Yuensan	14,696		25,924		35,137		59,958	
			340,789		536,648		381,372		534,047
Russian Manchuria	Jenchuan (Chemulpo)..	659		90		..		20	
	Fusan	1,445		486		192		145	
	Yuensan	1,188		1,089		933		1,124	
			3,292		1,665		1,125		1,289
Total ..	..	..	366,560	..	561,057	..	689,772	..	790,261

Annex V.—RETURN of Net Values of Direct Foreign Trade in Corea in the Years 1887–92.

Year.	Value.	
	Currency.	Sterling.
	Dollars.	£
1887	3,620,437	603,406
1888	3,913,501	619,635
1889	4,611,656	691,748
1890	8,292,042	1,382,007
1891	8,622,812	1,437,135
1892	7,042,224	1,056,332

NOTE.—The dollar is reckoned at 3*s*. for the year 1892.

Annex VI.—MANUFACTURE of Paper.

The manufacture of paper is extensively carried on in Corea, as there is a great demand for it owing to its toughness and durability, which render it useful in many ways. The windows of Corean houses consist of wooden latticed frames covered with paper sufficiently transparent to admit the light. Oil-paper, about $\frac{1}{4}$-inch in thickness is pasted on to the floors instead of carpets or mats, white lanterns of all shapes and sizes are made out of paper, as are also tobacco pouches and fans. Oil-paper is used for making the conical rain hats which are fastened on to the ordinary black hat in wet weather, while large oil-coats or mackintoshes are made of the same material. Until recently the Coreans were not in the habit of carrying umbrellas, but of late the fashion has been introduced and the import for 1892 was over 40,000. A large outlet for Corean industry is here indicated. Again, a very thick kind of paper is used for boxes and trunks which are strong enough to hold clothes and other heavy articles. Paper is the one native article manufactured in Corea which is exported in any quantities to the neighbouring country of China. It is in general use there for the papering of rooms and windows as in Corea.

The manufacture of a coarse kind of paper for the purposes above referred to is carried on outside the north gate of Söul, in a valley through which runs a stream; the houses and yards where the paper is made being situated close by, as the water plays an important part in the manufacture. The process is extremely simple and nothing but manual labour is employed.

Old rags and paper of all kinds are brought out from the city and first placed in a large tub at the side of the stream where they are thoroughly washed and all the dirt and ink is beaten out of them. The clean materials are then carried to a long wooden trough where they are stamped into a pulp by men who dance on the mass with their bare feet much in the same way as the juice

is pressed out of the grape in France and Spain. The water is then allowed to run off and the white pulp is thrown into a large wooden tank full of water, slightly warmed in winter to prevent it freezing. After the pulp has soaked for an hour or so, the workmen take a bamboo mat, about 4 feet long and 3 feet broad, which they place on a wooden frame and dip into the tank, one manipulator standing on each side. The frame is almost immediately taken out again covered with a thin layer of white pulp, which is thrown neatly on to a cloth at the side. The bamboo mat is then peeled off so as to leave a smooth sheet of pulp behind. Again the frame is dipped in and another sheet is thrown on top of the first one, and so on till there is a pile several feet in height. The sheets of pulp are then laid out in bundles to dry in the sun. When sufficiently hard the sheets are cut up into small strips and placed in another wooden tub, preparatory to being worked over again. The second process is exactly the same as the first, except that the roots and seeds of a certain plant called "takpool," or starch-wood, are put into the water to make it glutinous and thus render the paper tough and durable. When the sheets are almost dry they are taken singly and spread out on a flat slab of granite, where men with large wooden mallets beat the paper to the requisite thinness. For the thicker kinds, several pieces are beaten together. Again the sheets are dried in the sun, and then they are ready to be folded and taken to the paper shops. On an average about 250 large sheets are made in a day, giving employment to 10 or 11 men. The sheets are sold at about 250 cash, or about 2¾*d.* per piece, but the price varies, of course, with the quality. The finer kinds of paper are not manufactured at Söul, but at different places in the southern provinces. They are made by simply soaking the "takpool" plant in water and extracting the starch. The layers of fine pulp are then worked as before described.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1555)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1219.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

COSTA RICA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF COSTA RICA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1031.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—106.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wenchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Fooouhow	1d.
1217.	Wuh	1d.
1218.	Vera Cruz	1½d.

No. 1219.

Reference to previous Report, Annual Series No. 1031.

COSTA RICA.

SAN JOSÉ.

Consul Sharpe to the Earl of Rosebery.

My Lord, *San José, March* 30, 1893.

I HAVE the honour to transmit enclosed my Annual Report on the Trade and Commerce of Costa Rica for the year 1892.

I have, &c.

(Signed) CECIL SHARPE.

Report on the Trade and Commerce of Costa Rica for the Year 1892.

ABSTRACT of Contents.

	PAGE
Position of Costa Rica little known	2
Geographical position	2
Boundary	2
Area and size	2
Language	2
Population	2
Mountains and volcanos	3
Chief rivers, gulfs, and bays	3
Seaports	3
Islands	3
Supposed treasure on Coco Island	3
Climate, seasons	3
Minerals, woods, medicinal plants	3
Agricultural products	3
Chief exports and imports	3
Education	3
Provinces and districts	3
Government	4
Census	4
Foreigners	4
Revenue	5
Standard of silver currency	5
Income and expenditure	5
Floating internal debt	7

ABSTRACT of Contents—continued.

	Page
Customs tariff	7
Imports	7
Exports	7
Shipping at Puntarenas and Limon	9
Anchor and Atlas lines	9
Agriculture	9
Excessive cost of conveyance to port	9
High prices of coffee	9
Bananas	10
River Plate Trust and Loan Agency	10
Immigration	10
Cuban and Spanish colonies	10
Private and public enterprise	10
Banking and established banks	10
Rise in exchange	10
Railways—	
Atlantic Railroad	11
Line to Nicaragua and Pacific Railroad	11
Electric light	11
Tramway	11
Girls' school	11
Port Limon	11
Ice factory and brewery	12
Cholera quarantine	12
Chicago exhibition	12
Prospects of next coffee crop	12
General health	12

Position of Costa Rica little known.

Although for about half a century Costa Rica has had commercial relations with England, yet it is so little known generally that many well educated persons have to look it out in the map in order to locate it, or they confound it with the Island of Puerto Rico in the West Indies. I, therefore, propose to give a synopsis * of the geographical position and other data of the Republic which may be of interest to the business man and to the traveller.

Geographical position.

The Republic of Costa Rica, signifying "rich coast," is the most southern of the five Spanish Central American Republics, viz., Guatemala, Salvador, Honduras, Nicaragua, and Costa Rica, and lies between 8° and 11° 16″ latitude North, and 81° 40″ and 85° 40″ longitude west of Greenwich. It is

Boundary.

bounded on the north-west by the Republic of Nicaragua; on the south-east by the United States of Colombia; on the north-east by the Atlantic Ocean, and by the Pacific Ocean on the south-west.

Area and size of the Republic.

The area of the Republic is estimated at 59,570 square kiloms., or about 37,015 English square miles, and in point of size stands thirty-first amongst the European and American countries. The language of the country is Spanish—not pure Castilian; but English is spoken more in Costa Rica than in any other of the four Republics, but the population is the smallest of the five, and on the 18th February, 1892, was 243,205.

* Taken from "Geographical, Statistical and Historical Data," by Joaquin Bernardo Calvo, 1887, and the "Official Statistical Year Book of Costa Rica, 1892."

Chief Mountain Peaks and Volcanos.—Irazu, 11,500 feet high; Turrialba, 11,350 feet high; Poás, 8,895 feet; Miravalles, 47,00 feet; Pico Blanco, 11,800 feet; Pico Rovalo, 7,012 feet; Aguacate mountain, 4,132 feet. The first four are volcanoes. Mountains and volcanos.

Chief Rivers are the San Juan, San Carlos, Sarapiqui, Rio Grande, Reventazon, Matina, Tempisque, Pirris, &c. Chief rivers.

Chief Gulfs.—Nicoya, Dulce, Moin Popagayo. Gulfs.

Chief Bays.—Santa Elena, Salinas, Murcielago, Culebra, and Golfito. Bays.

Chief Ports.—Puntarenas on the Pacific, and Port Limon on the Atlantic. Sea ports.

Chief Islands.—Chira, San Lucas, Venado, Caño, and Coco on the Pacific, and La Uvita on the Atlantic. Islands.

The island of "Coco" is celebrated for the tradition that a great treasure was hidden on it by some pirates many years ago, who being pursued and afterwards shipwrecked were unable to recover it. Many have been the expeditions in search of same, only to find the upturned soil of those who preceded them, returning to their homes sadder but wiser men. Supposed treasure on Coco Island.

The climate is mild and healthy, especially in the higher altitudes, where there is neither excess of heat nor cold, nor malignant diseases; only on the coasts there is to be found now and again a few cases of fever. Climate.

The seasons are two: the dry and the wet; the former from November to May and the latter from that month to the end of October—the first three months of the rainy season being agreeable and refreshing after the period of dry weather. Seasons.

Mineral Productions are: Gold, silver, copper, iron, and lead. The greater portion of the rivers which flow into the Pacific carry auriferous sands, which doubtless have given rise to the name of "rich coast" to the Republic. Minerals.

Woods.—A large variety are found, chiefly cedar, mahogany, ebony, and fustic for exportation. Woods.

Medicinal Plants.—Quinine, ipecacuanha, rhubarb, sarsaparilla, mechoacan, balsam of Tolu, as also textile dyes and oleaginous plants. Medicinal plants.

Agricultural Products are: Coffee, cocoa, sugar, Indian corn, black beans, rice, potatoes, and bananas. Agricultural products.

Chief Exports.—Coffee, bananas, rubber, skins and hides, constructing woods and gold. Chief exports.

Chief Imports.—All kinds of dry goods, hardware, provisions, drugs, and railway material, coffee and sugar, machinery, mostly from England, France, Germany, and the United States of America Chief imports.

Education.—267 primary public schools with 15,805 pupils, and an average attendance of 11,472, besides which there are other educational establishments recognised by the Government. Education.

Provinces and Districts.—The Republic is divided into five provinces and two districts, viz., the provinces of San José, Provinces and districts.

Alajuela, Cartago, Heredia, and Guanacaste, and districts of Puntarenas and Limon.

Government. *Form of Government,* is by election, representative, alternative, and responsible, and is exercised by the legislative, executive, and judicial powers.

Census.

Census. On February 18, 1892, a general census of the Republic was taken, resulting in 243,205 known inhabitants, of which 122,480 were men, and 120,725 women.

Foreigners. Of these there were 6,289 foreigners, or 26 per thousand of the total inhabitants, in the following order:

Nationality.		Number of Foreigners.
Central Americans		1,789
Spaniards		1,033
Colombians		812
Italians		622
Germans		342
English—		
Great Britain	246	
Jamaicans	634	
		880
French		190
United States of North America		204
Chinese		175
Mexicans		38
South Americans (Spanish)		43
Belgians		26
Portuguese		19
Swiss		28
Danes		17
Dutch		12
Turks, Austrians, Russians		7
Asians, Africans, Orientals		52
Total		6,289

The general census taken on two previous occasions compared with the present showed in—

Year.	Number of Inhabitants.
1864	120,499
1883	182,073
1892	243,205

Divided up as follows:

Province or District.	Number of Inhabitants.	Number of Inhabitants in Capital of Province.
San José	76,718	19,326
Alajuela	57,203	3,828
Cartago	37,973	3,491
Heredia	31,611	6,047
Guanacaste	20,049	2,226
Puntarenas	12,167	2,538
Limon	7,484	2,144

Income and Expenditure.

Revenue. The revenue of the country was slightly larger than the previous year, importations up to March 31, 1892, being still on a larger scale than the situation of the country warranted, but the Government, foreseeing the indisposition of merchants to continue importing more than absolutely necessary to assort their stocks, reduced the estimates of the budget for 1892–93 accordingly.

Exchange. As usual, in order to convert the different items of the currency of the country, and give its approximate value in English money, I have taken 10 dol. as the equivalent of 1*l.*, or 100 per cent. premium as against in—

Year.	Currency.	Per cent.
	Dol. c.	
1891	8 00	60
1890	7 50	50
1889	7 00	40
1888–87	6 50	30

Standard of silver currency. Previous to which latter date the country was on a gold basis. It is now on a silver basis, but the standard is not equal to those of the other Central American Republics.

Income. The following data is taken from the Minister of Finance's Report to Congress in May, 1892, and consequently only embraces the financial year ended March 31 of same year.

The total income was as follows:—

Year.	Currency.	Sterling.
	Dollars.	£
1891–92	5,808,474	580,847
1890–91	5,624,578	562,457

Made up chiefly by the customs duties and the Government monopoly of spirits and tobacco. The revenue from other sources comprise:—Post Office telegraphs, stamped paper, licences, &c.

Expenditure.

The total expenditure was:—

Year.	Currency.	Sterling.
	Dollars.	£
1891–92	5,814,643	581,464
1890–91	5,483,430	548,343

which is divided up as follows:—

Description.	Amount.
	£
Home Department	88,907
Foreign affairs, worship	16,535
Public instruction	52,525
War and marine	45,663
Public works	54,929
Finance	41,521
Monopolies	60,155
Miscellaneous, interests on foreign and internal floating debt, deposits and obligations paid off	221,229
Total	581,464

Punctuality of merchants in meeting compromises.

The Minister, in his report, refers to the difficulties that might have ensued, had not importers in past years been punctual in meeting their compromises, which enabled them in a critical moment to obtain further time for the payment of their debts, the small coffee crop having limited the number of bills of exchange, which consequently rose to an unprecedented point. The Minister rightly attributes the monetary crisis in part to the luxury and extravagance, out of all proportion to the means of the country in general. Another reason given is that the railroad to Limon being concluded deprives the country of the large amounts of exchange offered for sale, whereas up to very lately the railroad were buyers of same for remitting interests on the bonds. He further recommends reducing the number of Government employés, which deprive agriculture and industries of useful persons, and which would stimulate them to procure a mode of living outside of the Government. As the luxury before referred to causes an excess of importations unnecessary for the country, exceeding the exports, creating an extraordinary high rate of exchange, the Minister suggests increasing the customs duties on all articles of luxury, and of lowering those of prime necessity.

Reduction of Government employés.

The floating internal debt on March 31, 1892, was :— Floating internal debt.

Year.	Amount.	
	Currency.	Sterling.
	Dollars.	£
1892	2,509,668	250,996
1891	2,420,018	242,001

Imports and Exports.

No change of importance has taken place in the customs tariff, but doubts have occasionally risen as to the duties to be charged on certain goods not specified, which is generally referred to the Minister of Finance, and in turn to the Executive, who decides the question, and forthwith the result is officially published. Customs tariff.

The total value of imports given by the Statistical Office for year ended December 31 :— Imports.

Year.	Value.	
	Currency.	Sterling.
	Dollars.	£
1892	5,389,749	538,974
1891	8,351,029	835,102

But as this is the "par" value of consular invoices, the premium necessary to pay same must be added to 5,389,749 dol., viz., 100 per cent. = Costa Rica currency, 10,779,498 dol.

As anticipated in my last report, imports from Great Britain stand first on the list, which position it lost for two years during the construction of the railroad by the introduction of material and provisions from the United States, which are now imported from England.

The exports for the year 1892, which were less than the previous year, were given at :— Exports

Year.	Value.	
	Currency.	Sterling.
	Dollars.	£
1892	9,113,948	911,395
1891	9,664,607	966,461
Decrease, 1892	550,659	55,066

In the following table it will be seen that after coffee, which forms nine-tenths of the total exports, come bananas, woods, hides and skins, and various smaller products:—

RETURN of Exports for the Year 1892.

Products.		Puntarenas.		Limon.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Coffee	Tons	2,225	167,495	8,401	634,969	10,626	802,464
Bananas	Bunches	..	..	1,178,812	70,728	1,178,812	70,728
Hides and skins	Tons	125	4,209	150	5,323	725	9,532
Cedar and other woods	Logs	166,204	13,920	3	23	166,207	13,943
Rubber	Lbs.	25,900	1,204	1,155	510	27,055	1,714
Cocoa	„	16,700	1,367	2,533	176	19,233	1,543
Bullion	..	..	6,197	..	222	..	6,419
Turtles	..	..	..	186,870	1,446	186,870	1,446
Whetstones	Lbs.	72,028	647	75	..	72,028	647
Various	Tons	25	1,560	..	1,398	100	2,958
Total	..	..	196,599	..	714,795	..	911,394
Equivalent in currency	..	..	..	..	..	..	9,113,948 dol.

Shipping and Navigation.

There is not much difference from year to year in the tonnage of vessels entering and clearing at the ports of Puntarenas and Limon, as the Pacific coast is served by the Pacific Mail Steamship Company and the Hamburg-American Line, and Port Limon by the Royal Mail Steam Packet Company and the "Atlas" line of steamers. A Spanish, French, and German steamer call once a month also at the latter port.

Shipping at Puntarenas and Port Limon.

The total number of vessels entered at the above-mentioned ports was:—

	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Puntarenas	182	184,819	192	..
Port Limon	190	203,680	203	..

"Anchor" and "Atlas" lines.

The "Anchor" line of steamers, which was making competition with the "Atlas" line at the time of my last report, was, it is believed, bought off by the latter, and does not run here now.

Agriculture and Immigration.

Agriculture.

Coffee and bananas are the two chief products of export, the former growing on the high lands, and the latter on the low lands, besides which cocoa, sugar-cane, indian corn, black beans, rice, and potatoes, are grown and cultivated, but barely sufficient for home consumption, the value of rice, sugar, cocoa, and corn imported into the country during 1892 being about 400,000 dol. (40,000*l.*), which might well have been produced by the country.

Excessive cost of conveyance to port.

Did the production, however, exceed the home consumption, they would not become articles of export, as the country could not compete with foreign markets by reason of the cost of conveyance to the shipping ports and the scarcity of cheap labour.

High prices of coffee.

The high prices of coffee in the European markets have been the salvation of many, and it is to be hoped that they will still be maintained, although it can hardly be expected always to continue at its present high level. Owing to the neglect of the coffee plantations in by-gone years, when prices were unremunerative, the export of this article has not increased during the past ten years, but we may look forward to a greater production in a short time, which will compensate in part for any fall in prices that may take place.

Bananas. The cultivation and export of banana continues to increase, and a large company, entitled the "Banana Company of Matina," referred to in my last, have now about 2,000 acres under cultivation, and in time should export 40,000 bunches a month, which would increase the present exports by 50 per cent., or 35,000*l.*

River Plate Trust, Loan, and Agency Company. The River Plate Trust Company are busy surveying and taking up lands under the concession granted them by the Costa Rica Railroad Company, but until the Government does something to open up and maintain roads of communication I am afraid it will be some time before they are occupied or turned to good account.

Immigration. The concession given to Antonio Maceo, for an agricultural enterprise to form a Cuban colony in the district of Nicoya to the north of Puntarenas, is being carried into effect, and some

Cuban colony. 60 persons have been brought from Cuba to occupy the lands. It is too early, however, to say with what result, but the Government is interested in doing all they can to favour immigration, and a further concession has lately been granted to

Spanish colony. Francisco Mendiola Boza, for the formation of a Spanish colony.

The attempt to form a North American colony in the district of Talamanca, some 30 miles from Port Limon, has not been so far a success, the climate not being so healthy as on the highlands of the Republic. Notwithstanding there are con-

Private and public enterprise. stantly arriving from the United States people seeking for lands to take up and cultivate, and it is to be hoped that in this way private enterprise may succeed where public enterprise on a large scale may not.

Banking and Exchange.

Banking. Another attempt to obtain a concession for an agricultural bank was made by Amon Fasileau Duplantier, a Frenchman, but Congress would not accede to the conditions, and so it fell through.

Established banks. The two banks doing business at the capital of San José, with agencies in Heredia, Cartago, and Alajuela, the chief coffee districts, are the Anglo-Costa Rican Bank and the Bank of Costa Rica, with 1,000,000 dol. and 1,500,000 dol. of cap ital respectively.

Rise in exchange. Owing to a sudden rise in exchange in March last, and the constant export of coined money, the Government called a meeting of the principal merchants of San José to discuss the matter, which resulted in a decree prohibiting the export of silver for six months. The gold coin of the country had been exported in previous years, and the silver currency being of low quality, no relief came from the decree; but in July, owing to the advances made to growers of coffee again st the present crop, exchange, after having risen to 120 per cent, dropped to 85 per cent., and at the end of the year was quoted at 90 per cent. to 95 per

cent. premium. Looking, however, at other Central and South American countries, it will be seen that in all of the silver currency countries a similar proportionate rise has taken place due to the depreciation of silver in foreign markets. The question of bi-metallism has now become an international matter which must be settled by the financiers of the world.

Railways.

Atlantic Railroad.

The line from the capital to Port Limon, in the hands of the Costa Rica Railroad Company, is a boon to the country, and, notwithstanding the difficulties to be contended with and the expense of maintaining a new line in a mountainous country, it may yet prove a successful undertaking and a good investment. Although a through bill of lading has not been issued at present, shippers of coffee can make the railroad freight payable in London, thus decreasing their outlay in the country, and at the same time benefiting the Railroad Company by placing their funds in England for the payment of interests without having recourse to buying exchange in the open market.

Line to Nicaragua.

The term for the concession granted to Mr. Minor C. Keith for a branch line from the Atlantic Railroad to Nicaragua, opening up the rich lands of San Carlos, was prolonged till June, 1893. Mr. Keith is now engaged in carrying same into effect.

Pacific Railroad.

A further extension of time to June 15, 1893, was conceded to the Costa Rica, Limited, through Mr. Walter Merivale, the resident engineer, for the proposed line to the Pacific, but not having been able to come to satisfactory terms with the Costa Rica Government to enable them to secure the necessary funds, it is probable that the project may not be carried through for the present.

Public Works.

Electric light.

The capital and one or two provinces are now well installed with the electric light, which has been extended to many private dwellings, hotels, and other establishments, and although the expense of lighting is greater than that of paraffin oil it is undoubtedly an improvement as regards light and cleanliness.

Tramway.

A project is now in view for constructing a tramway from the principal station of San José, through the city and up to the savannah, a large open field, which will be used as a place of recreation and amusement

Girls' school.

The handsome and costly girls' school is now occupied, and some 400 scholars attend daily. The applications for entrance were over 500.

Port Limon.

A contract has been entered into between the Government and Mr. Minor C. Keith, by which the latter engages to build a sea wall to reclaim the coral beach and enlarge the space for constructing purposes; also to level the streets and make proper drainage, supplying the town with wholesome water. The amount of the contract is nearly 100,000*l.*

Ice factory and brewery.

A concession also has been given to Charles Kurtz, an American, for the establishing of an ice factory and brewery in Port Limon, with the sole privilege for manufacturing same for five years. Ice being a necessity in such a warm climate, the factory should be welcome to the district, hitherto served from San José.

General Remarks.

Cholera.

Owing to the cases of cholera in Hamburg, in September last the Government decreed a quarantine of 15 days on all vessels leaving infected ports after August 10; mails and correspondence were to be disinfected, and merchandise not allowed to be landed. The Government having received notice through their Consul in New Orleans that some English ports were infected, the Royal mail steamer "Don," which arrived at Port Limon from Southampton in October, was not allowed to land passengers or merchandise, which were taken back and landed at Jamaica. It is needless to remark that there never was any proved case of cholera in England at that time, and the information received through the Costa Rican Consul at New Orleans caused an unnecessary amount of inconvenience to merchants and passengers.

Chicago Exhibition.

The Republic of Costa Rica will be represented at the Chicago Exhibition, and amongst the exhibits will figure some of the finest marks of coffee that the country produces.

Prospects of next coffee crop.

As far as one can judge the prospects of the next coffee crop are good, but a great deal depends upon the rains continuing when once begun, and not being too severe towards the close of the year.

General health.

The general health of the country has been good, and there has been a marked improvement in the health of the ports of Puntarenas and Limon, hitherto considered more or less unhealthy.

LONDON:
Printed for Her Majesty's Stationery Office,
BY HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1533)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1138.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

DENMARK.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF DENMARK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 973.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin

1892.

[C.-6812.-23.] *Price One Penny.*

[C.6855—25]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1018.	Santos	2½d.
1019.	Piræus	1d.
1020.	Mogador	1d.
1021.	Adrianople	½d.
1022.	Tripoli	1d.
1023.	Jerusalem	1d.
1024.	Odessa	6d.
1025.	Genoa	1½d.
1026.	Kiungchow	1d.
1027.	Batoum	4½d.
1028.	Buenos Ayres	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.

No. 1138.

Reference to previous Report, Annual Series No. 973.

DENMARK.

COPENHAGEN.

Consul Inglis to the Earl of Rosebery.

My Lord, *Copenhagen, November* 8, 1892.

I HAVE the honour to transmit to your Lordship a Review of the Trade of Denmark for 1891, and in explanation of the delay I beg leave to mention that statistics for the period in question have only been issued within the last few days.

I have taken occasion to include in the present Report some particulars regarding the improvements introduced in the dwellings of the working classes here, through the efforts of the various local associations founded with that object.

I have, &c.

(Signed) A. P. INGLIS.

Report on the Trade of Denmark for the Year 1891.

ABSTRACT of Contents.

	PAGE
Trade of 1891—volume and value	2
Exports and imports	2
Trade with Great Britain	2-3
„ other countries	3
Manufactures	4
Spirits	4
Sugar	4
Agricultural produce	4
Cattle: pork and bacon	4
Feeding stuffs	5
Shipping	6
Fisheries	6-8
Working of the Margarine Law	8-9
Dwellings of the labouring classes	9-11

Volume of trade.

From returns just issued it appears that the volume of Denmark's trade with foreign countries in 1891 amounted to 3,631,000 tons, of which 2,964,000 tons represented imports and 667,000 tons exports; of these latter 409,500 tons were native produce, and 257,500 tons foreign goods re-exported.

Value.

The estimated value of the whole exchange of trade with foreign countries in 1891 amounted to a total of 32,423,000*l.*, imports figuring for 18,589,000*l.* and exports for 13,834,000*l.* Native produce represented a value of 11,589,000*l.*, and foreign goods re-exported 2,445,000*l.* The following table shows the imports and exports of the principal articles :—

TABLE showing the Total Value of the Principal Articles of Import and Export during the Year 1890–91.

Articles.	Exports.		Imports.	
	1890.	1891.	1890.	1891.
	£	£	£	£
Colonials	394,620	423,110	1,420,588	1,642,810
Beverages	88,160	122,962	234,672	275,243
Manufactures of cotton, wool, and silk ..	274,869	284,464	2,137,972	2,198,465
Metals and hardware ..	285,515	266,267	1,599,730	1,695,402
Wood and manufactures thereof	166,622	179,625	1,041,171	980,933
Coals	124,179	139,969	1,250,596	1,291,954
Animals..	2,453,773	2,537,205	297,541	334,909
Pork, bacon, butter, eggs, and lard ..	6,239,624	6,838,961	1,326,015	1,591,159
Cereals and breadstuffs	595,629	972,205	1,635,429	2,256,848
Total	10,622,991	11,764,768	10,943,714	12,267,723

Turning again to quantity, it appears that there were 225,500 tons more than the previous year, and 319,000 tons more than the average for the preceding five years; this increase is shared both by imports and exports. Value, on the other hand, shows an advance of 2,389,000*l.*, or 4,278,000*l.* more than the five years' average.

In Denmark's foreign trade Great Britain and Germany, as usual, hold the foremost place, both with respect to volume and value, representing as they do about two-thirds of the whole exchange.

Trade with Great Britain.

The volume of the trade between Great Britain and Denmark is more than double that with Germany, while the value is not much larger, owing to the weightier and less valuable articles chiefly coming from England. The total value of trade with Great Britain was 11,178,000*l.*, against an average of 10,056,000*l.*, or an increase of 1,122,000*l.*, about 945,000*l.* being on exports.

The following statement shows the imports and exports from and to the different countries:—

TABLE showing the Total Value of all Articles Exported from and Imported into Denmark, from and to Foreign Countries during in 1891, compared with 1890.

Country.	Exports.		Imports.	
	1890.	1891.	1890.	1891.
	£	£	£	£
Great Britain	7,193,178	7,341,034	3,753,409	3,835,122
Germany	3,254,976	3,787,565	5,528,294	6,149,708
Sweden	1,239,638	1,278,580	2,380,119	2,614,621
Russia	158,492	151,144	1,506,464	1,986,049
United States	120,864	125,195	1,185,873	1,079,683
South America and Brazil..	672	2,286	54,008	38,221
Norway..	384,742	489,858	316,223	321,709
Holland..	51,762	28,040	396,587	425,131
France	118,733	131,312	386,096	518,489
Belgium	61,986	73,574	472,092	377,366
Danish possessions ..	219,995	245,383	215,863	199,315
Other countries ..	185,954	180,476	862,243	862,254
Total	12,990,992	13,834,947	17,057,271	18,407,668

As will be seen, the imports from Great Britain amounted in 1891 to 3,835,122*l.*, and exports to Great Britain to 7,341,034*l.* In the latter butter takes the first place, then pork and bacon, and eggs, there being a falling-off compared with the average for the five years in cattle, sheep, and swine. The exports of butter alone in 1891 amounted to 4,620,944*l.* (See Table on page 5.)

Germany figures for a value of 9,938,000*l.*, the five years' average being 8,506,000*l.* The increase in 1891 amounts to about 1,445,000*l.*: imports representing 584,000*l.*, and about 861,000*l.* the exports to that country. Germany.

Live animals exported to the Duchies figure for 2,051,000*l.*

The whole exchange of trade with Norway and Sweden amounted to 4,706,000*l.*, out of which 811,000*l.* is credited to the former country. In the imports from Sweden an increase is noticeable in butter, horses, cattle, grain, stone, and wood, but a falling-off in fresh fish. Norway and Sweden.

With Russia exports take the chief place; in 1891 they were 1,986,000*l.*, being an increase of about 566,000*l.* Russia

Imports, on the other hand, are of chief consequence with the United States, amounting in 1891 to 1,079,000*l.*, or 200,000*l.* more than the five years' average. Wheat, rye, and mineral oils show an increase, while maize and cotton show a decline. United States.

The imports of coal, which came entirely from Great Britain, represented a value of 1,291,954*l.* Coal.

Manufactures of cotton. Manufactures of cotton and linen from Great Britain figured for 544,833*l.*, against 220,111*l.* worth imported from Germany.

Woollens. Of woollen goods Germany sent 553,900*l.* worth, against 300,000*l.* worth from Great Britain.

Metals. Raw metals to the value of 118,722*l.* came entirely from Great Britain. Of metal goods imported 758,111*l.* worth are placed to the credit of Germany, against 418,000*l.* worth supplied by Great Britain.

Customs revenue. Customs dues, deducting drawbacks, gave a revenue of 1,366,349*l.*

Spirits. The production of spirits throughout Denmark was 7,004,850 gallons, the number of distilleries being 97, of which 30 were situated in Copenhagen, 60 in provincial towns, and 7 in the country. Although the number of distilleries was 113 in 1890, the production increased in 1891 by 236,460 gallons.

Beet sugar. The production of beet sugar was 49,805,731 lbs. avoirdupois, or 10 per cent. more than the average for the last five years. The number of refineries was six.

Agricultural produce. Agricultural produce, as usual, takes the chief place in the country's exports, and the quantity and value of the various articles coming under this heading are given in the following table:—

RETURN of the Principal Articles of Agriculture and Dairy Produce Exported from Denmark during the Year 1891, compared with 1890.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Live animals—					
Horses and foals	Number	16,217	559,801	14,920	513,877
Oxen and cows	,,	122,807	1,296,296	111,666	1,178,695
Calves	,,	16,715	41,787	7,381	20,502
Sheep and lambs	,,	72,171	100,237	44,010	58,680
Swine	,,	111,028	455,651	200,068	765,448
Total	...	...	2,453,772	...	2,537,203
Provisions and dairy produce—					
Pork and bacon	Lbs. avoir.	65,110,866	1,622,561	76,577,240	1,544,207
Meat	,,	2,934,051	32,107	5,936,572	76,952
Butter	,,	98,345,508	3,517,392	100,783,698	4,750,592
Eggs	Score	6,685,593	302,161	7,169,903	399,921
Lard and grease	Lbs. avoir.	8,750,134	136,748	4,724,663	67,287
Total	...	...	5,610,969	...	6,838,959
Cereals	Lbs. avoir.	148,588,649	462,926	201,752,930	718,627
Flour	,,	56,481,304	247,246	46,703,367	253,578
Total	...	...	710,172	...	972,205

Butter. The total exports of butter, it will be seen, were 100,783,698 lbs. avoirdupois, of which 98,032,818 lbs., representing a value of 4,620,944*l.*, went to the United Kingdom.

Live animals. A decrease in the exports of oxen, cows, and calves to the

United Kingdom is attributed to the increase of live stock in England, and to imports of frozen meat. At the same time, it is pointed out that Germany offers a more convenient market, and there is a growing demand for meat owing to the rapid increase in the industrial population of that country. In the first half of 1891 over 60 per cent. of the cattle in the Hamburg market are said to have come from Denmark. The buyers come over here, and the animals are sold on shipment. The exports of sheep went entirely to the United Kingdom, and numbered 41,073 head, against 65,000 head for the previous year.

Pork and bacon.

The exports of pork and bacon to the United Kingdom regained the 10,500,000 lbs. lost in 1890; but the exports of live swine went entirely to Germany, numbering 195,409 head, or an increase of 83,958 in 1890.

Feeding stuffs.

The excess of imports over exports of feeding stuffs, such as bran, palm and cocoa kernels, oil-cake, and maize, amounted to 417,658,000 lbs. avoirdupois, representing a value of 1,128,000*l.*

Oil-cakes show an increase of about 18,500,000 lbs., while bran exhibits a decline of 34,500,000 lbs.

Maize being largely used in the distilleries, only a portion of the amount imported can be reckoned as feeding material.

Of natural and artificial manures 175,700,000 lbs. avoirdupois were imported, being 12,100,000 lbs. less than in the previous year.

RETURN of Principal Articles of Agricultural Produce Exported from Denmark to the United Kingdom during the Year 1891.

Articles.		Quantity.	Value.
			£
Oxen and cows	Number	21,199	283,777
Calves	„	5,966	16,555
Sheep	„	41,073	54,777
Pigs	„	...	..
Pork and bacon	Lbs. avoir.	74,033,180	1,490,888
Butter	„ „	98,032,818	4,620,944
Eggs	Score	6,881,000	383,333

RETURN of all Shipping in the Ports of Denmark during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	51	8,571	487	392,507	538	401,078
Danish	5,992	322,238	9,005	2,080,157	14,997	2,402,395
Swedish	6,167	238,959	1,243	248,019	7,410	486,978
German and Schleswig - Holstein	1,227	61,441	1,641	402,735	2,868	464,176
Norwegian	766	73,687	299	82,496	1,065	156,183
Russian	173	40,035	51	32,701	224	72,736
Other countries ...	69	8,443	70	38,114	139	46,557
Total	14,445	753,374	12,796	3,276,729	27,241	4,030,103
,, for the year preceding ...	13,983	696,030	13,077	3,361,479	27,060	4,057,509

CLEARED.

Nationality.	Sailing.		Steam.		Total	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	46	7,202	481	384,329	527	391,531
Danish	5,381	298,982	8,794	2,036,729	14,175	2,335,711
Swedish	6,338	245,651	1,410	286,756	7,748	532,407
German and Schleswig - Holstein	1,203	60,107	1,627	408,044	2,830	468,151
Norwegian	765	74,880	302	85,865	1,067	160,745
Russian	153	33,324	55	34,606	208	67,930
Other countries ...	64	9,489	69	38,073	133	47,562
Total	13,950	729,635	12,738	3,274,402	26,688	4,004,037
,, for the year preceding ...	13,970	711,178	13,025	3,310,525	26,995	4,021,703

Shipping.

On December 31, 1891, the Danish mercantile marine comprised 3,437 vessels of a registered tonnage of 304,418 tons; of these 3,094 were sailing vessels of 187,766 registered tons, and 343 steamers of 116,652 tons. In addition to these there were 11,323 boats and small craft of and under 4 registered tons.

The increase on the previous year is 61 ships, of 9,825 registered tons, or 3·3 per cent.; 40 being sailing ships and 21 steamers, of 5,620½ tons and 4,204½ tons respectively; 7 sailing vessels and 4 steamers were purchased abroad, representing a value of 135,500*l.*, and in which an import duty of 4,061*l.* was paid.

Losses.

Losses during the year were, by strandings, 26 vessels, of 2,830½ tons; abandoned, 8 vessels, of 907 tons; and disappeared, 3 vessels of 200½ tons; representing a value of only 28,666*l.*

Fisheries.

Fisheries.

The Danish sea fisheries have been recently described by Captain C. F. Drechsel, of the Royal Danish Navy, in a work of

great interest, containing charts showing the haunts of the various species of fish frequenting Danish waters, and illustrations of the boats and appliances used in taking them. It appears that with the exception of the great herring fishery,* which existed from the 12th century to the 16th century, the Danish fisheries had up to the '50's only sufficed to supply home requirements. Of late years this industry, owing to improvements in harbours, appliances, and communications, has undergone a considerable development.

The total yield of the North Sea fisheries and of the waters within the Scaw is estimated as averaging about 2,800,000*l.*, and they give employment to a fishing population of 10,000.

The waters within the Scaw are divided into four districts, and in the yield of these fisheries—

Districts.	Per Cent.
The East Coast of Jutland figures for.. ..	33
„ Great Belt, South Zeeland, and Funen for	33
North Zeeland and the Sound for	22
Bornholm for	12
Total	100

According to the last report the number of men engaged in the fisheries within the Scaw was 7,615 ; the total value of the yield being a little over 207,000*l.*

The cod fisheries gave employment to 3,363 hands and yielded slightly over 22,400*l.* At many of the stations net fishing was seriously interfered with by seals. A premium of 4 kroner is now paid for every head of a seal brought in, the number taken in Danish waters during the year under notice was 1,054. Cod.

The plaice fisheries are of most importance, employing as they do 2,441 men and yielding 65,380*l.* Plaice.

Soles and turbot together gave 14,300*l.* They are taken in Soles and turbot.

* The origin of the famous "Sound Toll" is traced by Professor Schlegel (Statsret, Sleswig, 1829) to the vast shoals of herrings which annually directed their course to the Oresund, attracting a great number of vessels not only for the sake of the fisheries,but also with a view to trading with the natives. These in their turn seem to have brought together "swarms of freebooters," by whom the Northern Seas were then infested. Danish ships of war were accordingly stationed in the Sound to protect fishermen and traders, and for such services where rendered they claimed remuneration. Later on this was converted into a standing duty on all commodities indiscriminately, when, as one writer remarks, "neither herrings nor pirates any more resorted to the Sound," giving rise to frequent contestations with foreign powers. Queen Elizabeth from 1588 to 1602 is said to have despatched four embassies to King Christian IV. to complain of these exactions, but without being able to obtain redress. In 1643 a Dutch fleet appeared in the Sound, and obtained important privileges and a reduced tariff under the Treaty of Christianople. As will be remembered the Sound dues were finally abolished in 1857, the Maritime Powers engaging to pay a total sum of 30,476,325 Rigs dols. to Denmark as compensation. (Wheaton, p. 298.) Origin of the Sound toll.

the Cattegat, and also on the West Coast of Jutland. It is there that the finest fish are caught, and they enter largely into the exports.

Mackerel. Mackerel are of little importance though the take was larger than it has been for 20 years past, yielding 2,500*l.* against an average of little over 600*l.*

Salmon. Salmon are chiefly taken about Bornholm and in some of the larger watercourses in Jutland, such as the Gudenaa and Skjernaa; they gave a yield of about 9,000*l.*

The fisheries in the Limfjorden, that long and tortuous strip of water which connects the Cattegat with the North Sea, produced about 23,000*l.* It is there that oyster culture is chiefly carried on. Of other fish, herrings represented 41,000*l.*; and eels 35,000*l.*

The fisheries in the North Sea and Skagerack employed 487 craft, of 4,529 registered tons, and varying from 44·22 tons to 0·99 tons.

Statistics are not given of the catches during the season.

The Working of the New Margarine Law.

Margarine control. In a country where the exports of butter play such an important part, forming as they do one of the chief sources of the national income, it is of supreme importance that the reputation for purity in the article exported, so happily established, should be almost religiously guarded. The provisions of the New Margarine Law of April 1, 1891, were framed with this object, and from a report recently issued for the year ended March 31, 1892, it will appear with what diligence the control has been exercised.

On March 31 last there were 16 margarine factories in Denmark, viz., 1 in Copenhagen, 8 in the islands, and 7 in Jutland; being 2 more than in the previous year.

Production of margarine. The total production of margarine is given as 14,211,226 lbs. avoirdupois, or over 2,500,000 lbs. more than in the year ended March 31, 1891.

Imports. The total imports of margarine amounted to 2,210,279 lbs. avoirdupois, or about 82,000 lbs. less than for the previous year. Most of it came from Germany, and the butter fat in the imported article ranged from nil to 6 per cent.

Exports. Of the 58,476 lbs. which figure as exports, 25,382 lbs. went to Iceland and Greenland, 125 lbs. for ships' stores, and as returned goods about 31,353 lbs., so that the exports properly so-called did not amount to more than 1,616 lbs.

Dealers. The number of wholesale and retail dealers in margarine was 7,991, or over 900 more than the previous year. All of these were inspected at least once.

There is only one oleo-margarine factory in the country which produced 489,435 lbs.

From abroad was imported 6,575,150 lbs.

Under the new law the manufacture and sale of margarine

cheese is subject to control; the amount produced is estimated at abou 297,000 lbs. Besides skim-milk, oleo-margarine, and American swine fat, or fat oils are used in the manufacture of this article. It is found that section 9 of the new law has exercised a check in the production.

Under section 14 of the law there were taken 691 samples of butter, 155 of margarine, and 65 of cheese. The whole of the butter samples proved to be genuine and free from adulteration. All the samples of margarine were found to contain at least as much butter fat as was stated on the parcels. In the cheese samples no adulteration was discovered. Ten cases of infringements of the law were reported by the inspectors, 9 of them being in Copenhagen. Of the 10, 9 were for infringements of section 3, respecting form and labelling of margarine receptacles, and 1 of section 15, with regard to the obligation to have a copy of the Margarine Law hung up in the shop. The number of such reports in the three previous years were 176, 81, and 36 respectively, from which it may be inferred that the new law has so far had a beneficial effect. Samples analysed.

Working Men's Dwellings.

The town of Copenhagen being formerly surrounded by fortifications little room existed for superficial expansion, and consequently lofty buildings had to be crowded together in a limited space. The obvious disadvantages of these barrack-like tenements had long become apparent, when in 1851 a movement was set on foot which resulted in the formation of an association, which erected a number of improved dwellings for the working classes in the suburb of Christianshavn, where sanitary arrangements were most defective. Foremost among those who devoted themselves to this work was Dr. F. Ulrik, who has lately contributed a valuable paper on this subject to a work* published under the auspices of the Danish Government. It appears that no less than eight societies or associations now exist in Copenhagen for this important object.

The cholera epidemic of 1853 resulted in the erection of the "Medical Association Dwellings," which now comprise 732 tenements, affording accommodation for 2,600 inmates; but many of the tenements are said to be too small, owing, as Dr. Ulrik explains, to an unfortunate Act exempting from rates and taxes all dwellings having an area of less than 25·216 metres, and "thus causing many of the dwellings of the poorer classes to be under that insufficient area."

In 1864 were erected by the trustees of the Classen Bequest the so-called Classen Dwellings, near the suburb of Frederiksburg, comprising 380 tenements, with accommodation for 1,660 occupants.

* Denmark: Its Medical Organisation, Hygiene, and Demography. Copenhagen, 1891.

The Working Men's Society's Dwellings, erected by an association founded in 1860, comprise 112 tenements, the majority consisting of 2 rooms and a kitchen.

The Christianshavn Benevolent Society's Dwellings consist of 6 three-storied houses, but the area of the rooms is said to be insufficient.

Free Dwellings for the Aged Poor were erected in the outskirts of the town by a society founded in 1871. They comprise 13 buildings of two stories, with 116 tenements.

Of the various institutions started in Copenhagen with the object of raising the status of the working classes, the most interesting is no doubt the Working Men's Building Society, founded, it is said, on the pattern of similar associations in England by workmen employed in the Iron Shipbuilding Yard here. Started in 1865 with 200 members, it increased rapidly under the active assistance it received from Dr. F. Ulrik, who for 20 years has devoted himself to advancing the interests of the society. On January 1, 1890, the members numbered 16,372, and 831 houses have been erected at a cost of 334,035*l.* The tenements have a floor area of 31·52 metres, and have altogether about 7,000 inmates.

Dr. Ulrik gives the mode of working as follows :—

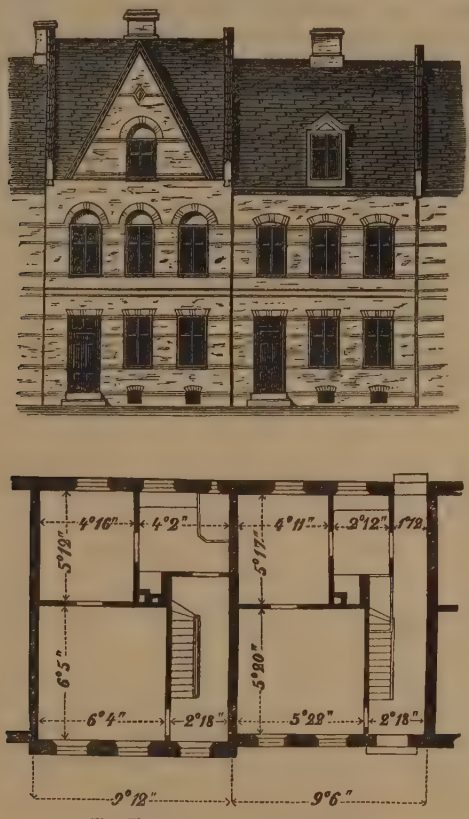
"Each member pays an entrance fee of 2 kroner, and can take up to 10 shares, on condition of paying 35 ore (about 4½*d.*) weekly during 10 years. Should he withdraw before that time he loses one-third of the contents of his pass-book, and receives the remainder only after six months have elapsed. Removal being satisfactorily proved, seven-eighths of the sum are refunded, and the whole sum in case of death.

"Two-storied working men's dwellings for one or two families are erected by means of the income and loans raised on the houses completed.

"These houses are disposed of by lottery amongst members who have been in the society at least six months, and have subscribed 20 kroner. The winner receives a contract, according to which he must pay 6½ per cent. per annum of the purchase money as instalment, besides interest monthly. Of this sum 4 per cent. is interest, the remainder instalments, taxes exclusive. After 10 years he receives a deed of conveyance, when the house is in his absolute possession, with the restriction that its character must not be altered for 90 years. The accounts of the society are settled annually. After 10 per cent. has been set aside to the reserve fund the balance is divided between the members who have been at least six months in the society in proportion to every 20 kroner paid in full.

"After the lapse of 10 years the contents of the pass-book can be drawn. Should the owner of a pass-book win a house, the contents of the book are deducted from the price. The price is determined when each house is built, according to the expenses for site, building, laying down of street, and other incidental expenses."

The annexed cut shows the front and ground plan of two of the houses constructed by this society, of which Dr. Ulrik gives the following description:—"Each house is brick-built, slate-roofed, and divided from neighbouring houses by a brick gable-wall; the sub-basements have concrete floors. As a rule each house is occupied by two families, but sometimes by only one. Each family has from 2 to 3 rooms, or from 3 to 4, according to



FRONTAGE AND GROUND PLAN OF TWO OF THE HOUSES ERECTED BY THE WORKING MEN'S BUILDING SOCIETY OF COPENHAGEN.

which tenement has the use of the attic. In all the newer houses the rooms are heated by extremely well-adapted ventilating stoves. There is a lumber-attic and wood-cellar to each tenement; the washing-cellar, drying-loft, and small garden on the street are in common. In the yards are detached closets on the tub-system. Water is laid on to the kitchens from the water-works, waste-water being carried off to the sewers by pipes. The

roads are macadamised carriage roads, with asphalt side-walks, being lighted with gas. These houses are in blocks, and with their smart, neatly-kept gardens present a most attractive and pleasant appearance. They are in great request, and often over 1,000 kroner are paid for their relinquishment, and it is added that while some few quite poor working men are amongst the tenants, as a rule they belong to the better working classes, and not a few clerks and small officials are found among them."

Certainly I am able to say that the comfort and admirable arrangement generally noticeable in the dwellings erected by this society, which I have had an opportunity of visiting, place it beyond doubt that the system adopted here is extremely beneficial to the class of persons who participate in its advantages, but in face of the prevailing tendency to migrate* to the capital, these praiseworthy efforts to improve the social status of the working classes by placing them in independent possession of a house and home can only be partially successful, and here as elsewhere it has been found necessary to continue the construction of the lofty "casernes," or barrack-like buildings, with all their known disadvantages, in order to supply the ever-increasing demand for house-room.

* The population of Copenhagen in 1890 was 312,859, being an increase of 78,009 since 1880.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 12 | 92—H & S 1426)

FOREIGN OFFICE.

1893.

ANNUAL SERIES

No. 1317.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

DENMARK.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF DENMARK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1138.

Presented to both Houses of Parliament by Command of Her Majesty, DECEMBER, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—204.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
1276.	Alexandria	1½d.
1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
1280.	Pekin	2½d.
1281.	Salvador	1d.
1282.	Malaga	4d.
1283.	Buenos Ayres	8½d.
1284.	Canton	1d.
1285.	Washington	4½d.
1286.	Warsaw	½d.
1287.	Pekin	½d.
1288.	Amsterdam	1d.
1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
1292.	Trieste	1½d.
1293.	Tunis	4d.
1294.	Montevideo	1½d.
1295.	Belgrade	2d.
1296.	Teneriffe	1d.
1297.	Stettin	3d.
1298.	Rome	2½d.
1299.	Dantzig	7d.
1300.	Sofia	2½d.
1301.	Mexico	1½d.
1302.	Paris	1d.
1303.	Buenos Ayres	½d.
1304.	Tangier	2½d.
1305.	Somali Coast	½d.
1306.	Porto Rico	1d.
1307.	Parimaribo	1d.
1308.	Oporto	1½d.
1309.	Naples	½d.
1310.	Salonica	2½d.
1311.	Valparaiso	2d.
1312.	Mozambique	1d.
1313.	Odessa	1½d.
1314.	Honduras	2½d.
1315.	Batoum	4d.
1316.	Quilimane	1d.

No. 1317.

Reference to previous Report, Annual Series No. 1138.

DENMARK.

COPENHAGEN.

Consul Inglis to the Earl of Rosebery.

My Lord, *Copenhagen, November* 16, 1893.

I HAVE the honour to transmit to your Lordship herewith a Report on the Trade of Denmark for 1892.

I beg to add that it has been necessary to await the issue of the official Statistical Tables dealing with the whole year.

I have, &c.

(Signed) A. P. INGLIS.

Report on the Trade of Denmark for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade of 1892—volume and value	2
Imports and exports	2
Trade with Great Britain	3
Agricultural produce exported to the United Kingdom	3
Value of trade with the different countries—	
Germany	4
Sweden and Norway	4
Russia	4
United States	4
France	4
Distilleries	4
Beet sugar	4
Agriculture and dairying	4–9
Competitors	5
Separators	6
Margarine control	9
Shipping	10

Volume of trade.

The foreign trade of Denmark in 1892 amounted to 3,713,000 tons, of which 3,016,000 tons belonged to imports and 711,500 tons to exports; of the latter 468,000 tons were native produce and 243,000 tons foreign goods re-exported.

Value.

The estimated value of the whole trade amounted in 1892 to 32,050,000*l.*, of which 18,034,000*l.* belonged to imports and 14,016,000*l.* to exports. The latter sum being sub-divided into 11,566,000*l.* of native produce and 2,450,000*l.* of foreign goods re-exported. The total value, although 1 per cent. less than the previous year, shows an increase of 8 per cent. in the average of the last five years.

The decline in value, as compared with the previous year, fell chiefly on imports since the exports of home produce show only a very slight diminution.

The following table shows the values of the principal articles of import and export:—

TABLE showing the Total Value of the Principal Articles of Import and Export during the Years 1891–92.

Articles.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Colonials	423,110	467,477	1,642,810	1,796,085
Beverages	122,962	129,326	275,243	284,543
Manufactures of cotton, wool, and silk ..	284,464	297,961	2,198,465	2,348,663
Metals and hardware ..	266,267	242,978	1,695,402	1,504,152
Wood, and manufactures thereof ..	179,625	222,378	980,933	946,637
Coals	139,969	111,323	1,291,954	1,205,555
Animals	2,537,205	2,248,000	334,909	232,546
Pork, bacon, butter, eggs, and lard ..	6,838,961	7,365,059	1,591,159	1,718,489
Cereals and bread-stuffs	972,205	1,074,937	2,256,848	1,799,868
Total	11,764,768	12,159,439	12,267,723	11,836,538

Imports.

In the imports, manufactures of cotton, wool, and silk show an increase of 150,000*l.* Metals and hardware a decrease of 191,000*l.* Coals a decrease of 86,000*l.* Cereals a decrease of 456,000*l.*

Exports.

On the exports, of beverages, there is an increase of 44,500*l.*; of animals, a falling-off of 289,000*l.*, while pork, butter, &c., gave an increase of 526,000*l.*

Great Britain and Germany.

The bulk of the foreign trade was, as usual, with Great Britain and Germany. Taking the five years 1888–92, 62 per cent. of the quantity, and 65·8 per cent. of the value of Denmark's trade was with these two countries.

Great Britain.

In 1892, the value of the whole exchange between Great Britain and Denmark was 11,317,000*l.*, whereas the average for

the five years was 10,827,800*l.* The increase of about 500,000*l.* in 1892 was derived from exports from Denmark of butter, pork, bacon, and eggs. While there is a marked falling-off in the exports of cattle, sheep, pigs, and cereals.

The following table shows the exports of agricultural produce to the United Kingdom :—

RETURN of Principal Articles of Agricultural Produce Exported from Denmark to the United Kingdom during the Year 1892.

Articles.		Quantity.	Value.
			£
Oxen and cows	Number	1,670	16,722
Calves	„	233	666
Sheep	„	863	1,055
Pigs	„	..	..
Pork and bacon	Lbs. avoir.	84,408,500	1,833,111
Butter	„	97,332,400	4,704,111
Eggs	Score	7,709,000	439,555
Barley	Lbs.	25,316,500	76,772

Live animals.

The number of live animals has undergone a large reduction, notably sheep, which have descended to 863 head from 41,073 head in the previous year.

Pork and bacon.

Pork and bacon, on the other hand, have increased by 10,000,000 lbs. avoir. Butter did not quite touch the figure it reached the previous year, but the value of the exports of this article to the United Kingdom show an increase of over 83,000*l.*

The subjoined statement gives the total imports and exports to and from the different countries :—

TABLE showing the Total Value of Exports and Imports from and to Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	7,341,034	7,533,342	3,835,122	3,782,202
Germany	3,787,565	3,168,372	6,149,708	5,767,878
Sweden	1,278,580	1,458,486	2,614,621	2,728,475
Russia	151,144	189,139	1,986,049	1,047,275
United States	125,195	78,855	1,079,683	1,590,475
South America and Brazil	2,286	2,214	38,221	83,574
Norway	489,858	500,807	321,709	250,289
Holland	28,040	15,670	425,131	443,791
France	131,812	70,183	518,489	579,966
Belgium	73,574	51,051	377,366	416,958
Danish possessions	245,383	235,646	199,315	226,019
Other countries	180,476	152,846	862,254	1,112,940
Total	13,834,947	13,456,611	18,407,668	18,029,840

Germany. The gross value of the trade with Germany, including the Duchies, amounted to 9,492,000*l.*, against an average for the five years of 8,728,000*l.*

The exports of live animals to the Duchies realised not far short of 2,000,000*l.*

Sweden and Norway. Sweden and Norway figured together for about 18·8 per cent. of the trade, representing a value of 4,378,000*l.*

The principal import from Sweden was 556,000*l.* worth of butter.

Russia. In the trade with Russia imports took the first place. In 1892 they amounted to about 1,050,000*l.*, or a decrease of over 430,000*l.* on the five years' average; this fell chiefly in corn, linseed, and mineral oils, while the imports of butter from that country show an increase of about 185,000*l.*

United States. In the trade with the United States, the imports amounted to 1,590,000*l.*, about 556,000*l.* more than the five years' average. Cereals and flour took the first place and then mineral oils.

France. The imports from France were about 579,900*l.* against a five years' average of 445,000*l.*, the increase in 1892, amounting to 135,000*l.*, is contributed by bran, coffee, sugar, oil, and wine.

Distilleries. The output of 89 distilleries throughout the country was 7,435,568 gallons, being 430,718 gallons more than the previous year, when the number of distilleries was 97. The total production represented a value of 164,000*l.* The exports amounted to only 61,090 gallons, valued at 1,380*l.*

Beet sugar. The production of beetroot sugar was 42,745,124 lbs. avoir. or 14 per cent. below that of the previous year, when it was 49,805,731 lbs. or 3 per cent. below the five years' average.

Agriculture and Dairying.

Agriculture and dairying. In any return of the trade of Denmark, agricultural produce takes such a predominant place, representing as it does two-thirds of the exports, that particulars may appropriately be included here, which would, more strictly speaking, belong to the special report dealing with this branch of industry.

From the latest published returns then it appears that although a considerable amount of pressure is felt by the Danish farmer, it is said not to be so great as in other countries to the south and west.

Difficulties. The chief causes are said to be the low price of corn, cattle and horses, increasing taxation, wages, the labour question, the closure of the English market to Danish cattle, the uncertainty of the market in Germany coupled with its capricious customs policy; the competition of Australia and New Zealand is also beginning to be somewhat felt. On the other hand, one is reminded that the Danish farmer is painstaking and laborious, that his habits are essentially frugal and economical, with a power of adapting himself to circumstances; with these qualifications the hope is entertained that he may be enabled to meet the difficulties of the future.

During the year under notice, dairy produce generally, and especially pork and bacon, commanded good prices. Butter, which takes the lead in importance, fetching about 5 öre more per lb. than the year before, thus raising the value of the exports by about 1,000,000 kroner. The high prices realised for pork caused farmers to turn their attention to pig fattening, and the exports under this head reached 2,500,000*l.* Butter, pork, and bacon.

The imports of grain reached a large figure, principally to supply the demand for feeding stuffs, and to meet the requirements of the distilleries. The exports of barley were only one-fifth of what they were 10 years ago, when they reached about 3,830,000 bushels, the bulk of which went to England for the breweries; the amount now exported to that destination is only 104,000 bushels. Grain.

The demand for maize very largely increased the imports of that article, which amounted to 5,000,000 bushels against 1,500,000 bushels for several years preceding. Maize.

The imports of oil-cake show a falling off, but this has been partly compensated by the production of native oil mills. The consumption of this feeding stuff as well as bran has, however, diminished, being to a great extent replaced by maize and home grown corn. Feeding stuffs.

Since the closure of the English market to the introduction of Danish cattle, exports of animals were directed southwards.

Efforts to open a market for sheep in the north of France were unsuccessful.

The exports of bacon to England show an increase, so much so that after America, Denmark at present contributes more of this article of food than any other country, not excepting Ireland. About 700,000 head of swine were slaughtered, against 550,000 of the previous year, while 200,000 live pigs were sent to Hamburg, making a total of 900,000. This branch of farm produce brought to the country 2,500,000*l.* or 53 per cent. more than the previous year. Bacon to England.

The gross exports of butter were 99,709,869 lbs. avoir., representing a value of 4,825,599*l.*, but increased competition is looked for from a distant country. M. Faber, Danish consulting expert in England, reports that the importation of butter to England from Australia and New Zealand is increasing, and attained in 1892 to about 10 per cent. of the imports from Denmark; this competition is felt all the more severely, since it refers to five to six months of the year. He has compiled statistics showing the number of workmen in English trades unions out of employment in 1892, and the diminished consumption which this implies. In normal times these are the largest consumers of Danish butter, bacon, and eggs. It is pointed out that the production of butter in Ireland is slowly but steadily increasing, and though the competition from this quarter is felt somewhat severely during the summer, there is at present no occasion to fear it during the winter months. Butter. Competition. Ireland.

With regard to the Colonies, the imports of butter to the The Colonies.

United Kingdom from Victoria and New Zealand are increasing. In Victoria this is obtained artificially by a high export bounty of 3*d.* per lb. on butter which sells in London at 1*s.* per lb. Under these circumstances the imports from Victoria rose from 20,033 cwts. in 1891 to 47,593 cwts. in 1892, but it is said that the premium has since been reduced to one-half and will shortly disappear. More anxiety is felt with regard to New Zealand, her exports showing a steady increase without artificial impulse.

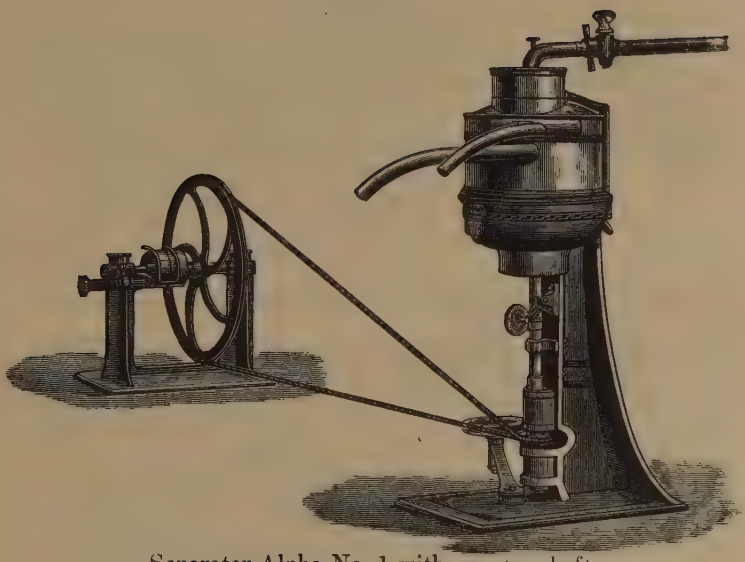
Separators.

In his annual report on dairying, M. Böggild, official consulting dairy expert, says that the larger quantity of milk required to produce 1 lb. of butter gave rise to some perplexity in the dairies and was attributed to the food; but many experienced dairymen turned their attention to the skimming. It seems that in many of the dairies this operation is not conducted in as complete a manner as could be desired especially where old fashioned separators are in use. Many dairies have in consequence provided themselves with the Alpha separators, or have had their old separators converted to the new type. The Alpha system has, M. Böggild says, now proved its skimming power to be all that is claimed for it, and that if it has some drawbacks as regards construction and endurance it has given satisfaction wherever it is in use.

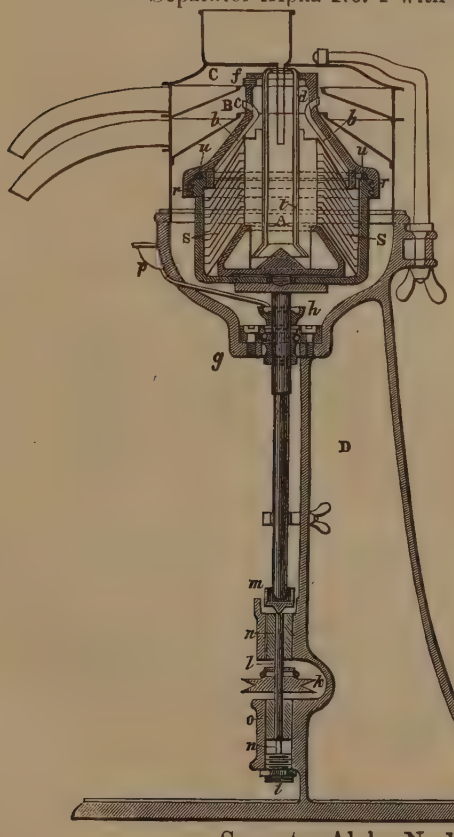
A new pattern of this separator was recently exhibited at one of the dairy shows in England, and some interesting particulars regarding it were furnished by the agricultural correspondent of *The Times*.*

In his work on the dairy industry in Denmark,† M. Böggild gives a description of this machine, and the figures which accompany it are reproduced here. He says that the novelty of the system consists in this, that whereas all the ordinary separators are either cylindrical or nearly globular in form, with one to three radial wings, the Alpha is a cylinder in which the milk is separated into a great number of thin layers, by means of a set of plates or discs. By means of this sub-division of the milk into numerous layers the fat particles are more readily extracted. The milk on entering the machine is not at once conveyed to the periphery, but only gradually attains a high velocity; more than double the quantity of milk is now skimmed annually, with a lower velocity, and, therefore, with less labour and power. According to Dr. Engström's tests it appears that the Alpha I can with a velocity of 5,600 revolutions skim 1,760 lbs. avoir. of milk at 25 degrees to 30 degrees Celsius per hour, giving 15 per cent. of cream, and leaving only 0·14 per cent. of fat in the skim milk.

* *The Times*, October 14, 1893.
† Mœlkeribruget i Danmark, Copenhagen, 1891.



Separator Alpha No. 1 with counter shaft.



b. Tube through which the milk rises; there are 6 such tubes (*c*–*d*) serving as outlets for the milk.

r. Screw attaching cover to cylinder.

s. Discs between which the milk is separated. These discs revolve by being in connection with the revolving wings of the tubes.

t. Tubes for receiving the milk into truncated cone A.

u. Rubber collar.

Skim-milk is let out through the holes *c* and *d* in the skim-milk receiver B.

The cream rises outside the tube *t*, and runs through the hole *f* into the cream receiver C.

Separator Alpha No 1 in section.

The Alpha II is similar in construction save that it is higher in the cylinder, which can contain as many as 56 discs. With a speed of 5,600 revolutions per minute it can skim in 1 hour:—

	Amount.	Temperature.		Per cent.
	Lbs. avoir.	Deg. (Celsius.)		
Milk ..	3,498	30	Leaving residue of fat	0·20
	3,410	20		0·30
	3,388	10		0·60

In connection with the butter shows* held here under the auspices of the Danish Agricultural Society, samples of the skim milk from the different dairies taking part in them have, during the year, been submitted to a series of careful tests with a view to ascertaining the thoroughness of the skimming.

In the current number of the "Farmer's Weekly Journal"† (Ugescrift for Landmœnd), M. Böggild says that 993 samples of separated milk were thus tested, account being taken of the system of separator used, the rate of speed, and milk feed, the percentage of cream taken off, and the temperature of the milk.

Of the whole number of samples 89 per cent. gave a percentage of butter fat ranging from 0·29 to 0·10, and an average of 0·19 per cent.

Of the various separators, 476 samples of milk from Burmeister and Wain's were tested, 12 from the Maglekilde, 98 from Laval's ordinary, 288 from the Alpha, 63 from Koefoed and Hauberg's, besides 56 from separators of various other systems.

The results are given in the following table, and show the residuum of butter fat in the skim milk:—

System of Separator.	Percentage of Fat.		
	Maximum.	Minimum.	Average.
Burmeister and Wain	0·68	0·06	0·22
Maglekilde	0·51	0·08	0·26
Laval's Ordinary	0·42	0·09	0·18
„ Alpha	0·33	0·07	0·14
Koefoed and Hauberg's ..	1·14	0·10	0·21

M. Böggild observes that while each of the five systems has done excellent work, there is still far too much butter fat left in the skim milk.

He estimates that a difference of 0·20 per cent. to 0·10 per cent., or 0·23 per cent. to 0·13 per cent., gives an increase in the butter out-turn amounting to over 3 per cent., or in other words

* F.O. Miscellaneous Series No. 151, 1889.
† November 3, 1893.

for a dairy turning out 100,000 lbs. of butter yearly a gain of 3,000 kroner (167*l.*).

The following table shows the exports of agricultural produce during the year :—

RETURN of Principal Articles of Agriculture and Dairy Produce Exported from Denmark during the Year 1892 compared with 1891.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Live animals—					
Horses and foals	Number ...	14,920	513,877	11,578	389,725
Oxen and cows	,, ...	111,666	1,178,696	106,474	1,064,740
Calves	,, ...	7,381	20,502	2,514	6,963
Sheep and lambs	,, ...	44,010	58,680	9,998	12,219
Swine	,, ...	200,068	765,448	185,830	774,305
Total	...	...	2,537,203	...	2,247,972
Provisions and dairy produce—					
Pork and bacon	Lbs. avoir.	76,577,240	1,544,207	86,540,476	1,879,414
Meat	,,	5,936,572	76,952	9,313,156	129,895
Butter	,,	100,783,698	4,750,592	99,709,869	4,825,599
Eggs	Score ...	7,169,903	399,921	7,939,284	452,671
Lard and grease	Lbs. avoir.	4,724,663	67,287	5,113,588	77,478
Total	...	...	6,838,959	...	7,365,057
Cereals	Lbs. avoir.	201,752,930	718,627	270,624,662	859,067
Flour	,,	46,703,367	253,578	42,731,247	215,870
Total	...	...	972,205	...	1,074,937

Margarine.

Margarine. Increased production.

The use of margarine as an article of food tends continually to increase. During the year ended March 31 last the number of factories had increased from 16 to 19, giving a total output of 17,945,228 lbs. avoir., of which 11,139,779 lbs. were produced in Jutland by 8 factories. In addition to the home production 2,096,416 lbs. were imported from abroad, principally from Norway. Almost the whole of this 19,000,000 lbs. of margarine is consumed in the country, the exports being insignificant, amounting only to 15,029 lbs., of which the bulk 13,580 lbs. was foreign margarine returned. The larger part of the oleo-margarine used in this manufacture amounting to 9,694,480 lbs. was imported.

The manufacture of margarine cheese shows a considerable decline.

During the year there were taken by the officers of the Control 622 samples of butter, 127 of margarine, and 46 of cheese.

The whole of the butter samples proved to be free from any adulteration, and the samples of margarine to contain the declared amount of butter fat. The infringements of the law were merely with respect to the proper labelling of parcels and receptacles.

In this connection it may be useful to repeat that, by Section X of the Margarine Law of 1891, it is enacted that, "In places where butter is worked up for sale, where butter is packed or collected for export, there must not be found either margarine or oleomargarine."

The penalty for infringement of this section is imprisonment; or if without fraudulent intent, fines from 50 to 4,000 kroner.

When it is remembered that these regulations are rigidly enforced by experienced officers employed in the work of inspection, a sufficient guarantee is afforded of the purity of Danish export butter.

RETURN of all Shipping at the Ports of Denmark during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	57	7,518	460	385,200	517	392,718
Danish	5,736	295,109	8,916	1,692,101	14,652	1,987,210
Swedish	6,626	248,539	1,141	227,107	7,767	475,646
German and Schleswig Holstein ...	1,333	57,304	1,611	400,538	2,944	457,842
Norwegian	789	80,139	353	112,799	1,142	192,938
Russian	173	41,050	90	52,546	263	100,596
Other countries ...	108	15,419	63	38,270	171	53,689
Total	14,822	745,078	12,634	2,915,561	27,456	3,660,639
,, for the year preceding ...	14,445	753,374	12,796	3,276,729	27,241	4,030,103

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	45	7,721	500	407,657	545	415,378
Danish	5,271	301,143	8,741	1,978,224	14,012	2,279,367
Swedish	6,691	243,923	1,293	262,384	7,984	506,307
German and Schleswig Holstein ...	1,251	57,750	1,593	399,169	2,844	456,919
Norwegian	790	83,922	343	101,800	1,133	185,722
Russian	174	41,659	113	72,904	287	114,563
Other countries ...	108	14,488	64	36,355	172	50,843
Total	14,330	750,606	12,647	3,258,493	26,977	4,009,099
,, for the year preceding ...	13,950	729,635	12,738	3,274,402	26,688	4,004,037

On January 1, 1893, the Danish Mercantile Navy consisted of 3,463 ships, representing 311,656 register tons. Of these 3,114 were sailing ships of 193,102 tons, and 349 steamers of 118,554 tons. In addition to these there were 11,348 boats and small craft of, and under, 4 tons.

There is an increase on the previous year of 26 ships, representing 7,238 register tons.

(75 12 | 93—H & S 1661)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1135.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ECUADOR.

REPORT FOR THE YEAR 1891

ON THE

TRADE AND REVENUE OF ECUADOR.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 992.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1892.

Price One Halfpenny.

[C.6855 22]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1017.	Aleppo	1d.
1018.	Santos	2½d.
1019.	Piræus	1d.
1020.	Mogador	1d.
1021.	Adrianople	½d
1022.	Tripoli	1d
1023.	Jerusalem	1d.
1024.	Odessa	6d.
1025.	Genoa	1½d.
1026.	Kiungchow	1d.
1027.	Batoum	4½d.
1028	Buenos Ayres	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.

No. 1135.

Reference to previous Report, Annual Series No. 992.

ECUADOR.

GUAYAQUIL.

Consul Chambers to the Earl of Rosebery.

My Lord, *Guayaquil, October* 8, 1892.

I HAVE the honour to forward to your Lordship herewith a Supplementary Report on the Trade and Commerce of this Republic for the Year 1891, and on the proposed reformation in Custom-house Laws passed by the recent Congress, but vetoed by the President; and also on the Estimates for Government Revenue and Expenditure sanctioned by the same Congress, and also vetoed by the President.

I have, &c.
(Signed) GEO. CHAMBERS.

Supplementary Report on the Trade and Commerce of Ecuador for the Year 1891, *and on the Estimates for Revenue and Expenditure of* 1893–94.

ABSTRACT of Contents.

	PAGE
Imports and exports—	
Total values for 1891	1
Value of imports from different countries (proportionate)	2
Value of exports to different countries (proportionate)	2
Total value of coasting trade	2
Distribution of value of imports of principal articles imported	2
„ „ exports „ „ exported	3
Proposed new custom-house law	3
Details of estimate of Government revenue and expenditure for 1893 ..	3

Trade and Commerce.

During the past few months the statistical department of the custom-house of Guayaquil has been occupied in preparing and publishing a report on commerce for the year 1891 for the whole

Trade and commerce.

of the Republic of Ecuador. This has now been published, and the following details are obtained from this report.

Imports and Exports.

Imports and exports.

The estimated total value of imports from all countries has been stated at 7,241,095 sucres 40 c. (1,034,442*l.*), and the exports at 7,351,800 sucres 34 c. (1,050,257*l.*). It is, however, to be remarked that these figures are probably about 20 per cent. under the correct values in both cases, as the cases of the import values taken are the invoice cost, not including the freight and expenses prepaid in foreign countries, and that of the export values is the market price in Guayaquil, not including packing expenses and export duties. In both cases the values are taken from merchants' declarations in the documents presented to the various custom-houses of the Republic.

From the above figures it will be seen that the exports were in excess of imports in value, to the amount of 110,704 sucres 94 c. (15,815*l.*).

The import and export trade was divided amongst the various nations in the following proportions:—

Country.	Imports.	Exports.
	Per cent.	Per cent.
England	25¼	12 7/10
France	24½	33 9/10
United States	20	13 9/10
Germany..	14	14 9/10
Other countries	16¼	24 9/10

The totals in this case are, however, very deceptive, as the large proportion going to France—33 9/10 per cent.—is optional cargo, and is largely distributed amongst other countries, Holland and Belgium principally, and all that goes direct to Amsterdam, Rotterdam, and other ports has been included in the exports to Germany.

The total value of the coasting trade during the year was 1,294,107 sucres 83 c. (185,000*l.*).

The values of the principal articles imported to the Republic during the year were as follows:—

Articles.	Value.
	£
Cotton and other tissues	298,062
Provisions, flour, lard, &c.	156,817
Wines and liquors	88,932
Ironware	72,940
Clothing	40,085
Timber	32,464
Machinery	25,682

The values of the principal articles exported are stated as follows:—

Articles.	Value.
	£
Cocoa	649,200
Coffee	94,152
Indiarubber	59,395
Tagua	32,193
Tobacco	17,217
Specie	76,077
Sugar	22,076
Straw hats	45,125
Hides	15,330
Fruit	14,371

A reformation of the custom-house law and tariff passed through the 1892 Congress, but was vetoed by the President. Its principal features were:—Free introduction of ploughs, agricultural machinery and pumps; increase of duties on wood from ½ c. to 1 c. per kilo.; decrease of duties on beer from 5 c. to 2 c.; on shot from 2 sucres to 5 c. per kilo.; on Cologne and Florida water (scents) from 1 sucre 50 c. to 5 c. per kilo.; and the withdrawal of the 25 per cent. surcharge on all manufactured clothing, in addition to the duties on the materials of which they are made. Custom-house law.

This law also opened to export commerce the ports of Manglar, Alto, Machalilla, and Salango.

In the official gazette of September 22, 1892, the estimates of these have been published. Government income and revenue.

The income is stated as follows:—

Description.	Value.
	£
Custom-house	385,714
10 per cent. extra for service of foreign ports	27,857
Substitution for tithes	35,714
Stamps	14,286
Salt and powder..	31,428
Various	77,366
Total	572,365

The expenditure is estimated at 602,342*l.*, showing a deficit of 29,977*l.*; but the President has vetoed the whole of the estimates, on the ground that the provisions of same for the army and navy—100,000 sucres (12,500*l.*) per year—are entirely inadequate, and that the deficit would be increased to more than 1,000,000 sucres (142,857*l.*) per year.

The principal items provided for in the estimates of expenditure are as follows:—

Description.	Value.
	£
National debt, home and foreign	114,300
Public works	81,857
Police	35,714
Public schools, &c.	62,761
Church	27,200
Hospitals, &c.	18,000

NOTE.—The rate of exchange adopted for all the foregoing calculations has been the average rate of 1891, or about 2*s*. 10½*d*. per sucre. For the present year 1892 the average rate will be much lower, probably only 2*s*. 6*d*. per sucre.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 11 | 92—H & S 1423)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1146.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ECUADOR.

REPORT FOR THE YEAR 1891-92

ON THE

TRADE, FINANCE, AND GENERAL CONDITION OF ECUADOR.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 951.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—33.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.		Price.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.

No. 1146.

Reference to previous Report, Annual Series No. 951.

ECUADOR.

QUITO.

Mr. Haggard to the Earl of Rosebery.

My Lord, *Quito, November* 10, 1892.

I HAVE the honour to enclose herewith a Report on the Trade and Finances of Ecuador for 1891 and on the General Condition of the Country for 1891–92.

The delay in sending this Report has been caused by the endeavours which I have fruitlessly made to obtain reliable figures, and by the difficulties which I have experienced in being furnished even with those which, failing others, I have been obliged to include in my report, although they can hardly be said to bear that character.

I have, &c.

(Signed) W. H. D. HAGGARD.

Report on the Trade and Finances of Ecuador for 1891 *and on the General Condition of the Country for* 1891–92.

ABSTRACT of Contents.

	PAGE
Commerce and finances, 1891—	
Finances of Ecuador not flourishing	3
Annual decline of imports and exports	3
Revenue not expended on public works	3
Comparative tables for the years 1890-91, of English, French, United States, and German imports and exports	3
Falling-off of imports from these countries	4
,, exports to these countries	4
General decline of trade with all countries	4
Loss of revenue	4
Above figures taken from report of Director of Commercial Statistics at Guayaquil	4
His reasons for this decline	4

Abstract of Contents—continued.

	Page
Commerce and finances—continued—	
Percentages of value of imports of various countries	5
„ „ exports „ „	5
Comparison of percentages	5
Reciprocity treaty with United States	5
Disadvantages to Ecuador had she accepted it	5
Income and expenditure	6
Debt of Government to Guayaquil banks	6
Discrepancies between different estimates render it impossible to accept any as reliable	6
Budget for 1891	7
Depression of trade	7
Merchants averse to remitting at present high rate of exchange	7
Quito notes do not pass at Guayaquil	7
Cocoa	7
Rice	7
Sugar	8
Ivory nuts	8
Coffee	8
Banks	8
Rates of exchange	8
Rejection of reciprocity treaty proposed by United States	8
Trade Marks Convention concluded between England and Ecuador	9
Registration of Trade Marks, formalities necessary	9
Arrangements of Ecuador with her British creditors	9
Roads—	
Description of	9
Description of journey from Quito to Guayaquil	9
Interior of Ecuador closed during greater part of the year	10
Result of isolation on country and people	10
Agriculture—	
Primitive mode of	10
Haulage and carriage	10
A good harvest a loss to the cultivator	11
Same remarks apply to tropical as to temperate regions	11
The Oriente—	
Inhabitants of	11
Communication with the Atlantic by the Amazon	11
Possible consequent future of	11
This route discovered at moment of Conquest by Orillana	11
Never been utilised since	11
Regions fertile and auriferous	11
Resources of Ecuador	11
Mines	12
All rivers springing from lower slopes of Andes are auriferous	12
Logroño and Sevilla de Oro	12
Fate of inhabitants of	12
Other mines worked by the Spaniards deserted since the Revolution	12
Silver mines of Pillzthum	12
Gold mines of Zaruma	12
American companies formed to work Cachavi mines	12
Auriferous rivers in the (British) Pailon territory	12
Wealth in other metals	12
Coal, existence of	12
Petroleum—	
Abundant in St. Helena district	12
Supply of oil reported unlimited	12
Syndicate formed to purchase territory to sell to companies	13
Climate and geographical position of district—advantages of	13
Possible future of	13
Quality of oil	13

Abstract of Contents—continued.

	Page
Railway projects—	
Physical difficulties of line between Guayaquil and Quito	13
Those between Bahia or Pailon and Quito much less	13
Superior advantages of line from Pailon	13
Manufactures—	
Insignificant nature of	13
Brightly dyed blankets	13
Possible market of, for British manufacturers	13
Aguardiente	13
Rope, &c., from the agava plant	14
Quito Exhibition, showed richness of country and poverty of production	14
Land, method of working	14
Indians—	
Practically serfs	14
Method of pay of	14
Possible future of Ecuador—	
Opening for Europeans, especially Anglo-Saxons	14

A reference to the following tables will show that the finances of Ecuador are not so flourishing as they were. Finances of Ecuador not flourishing.

Both exports and imports have during the last four years declined annually. This is remarkable, as these years have been free from civil war, which has done so much in previous years to destroy the prosperity of the country. Decreased as it has latterly, the national revenue is still much larger than it was in the time of Garcia Moreno, the able President, who was assassinated nearly 20 years ago; but although his administration was disturbed by countless outbreaks, the public works, which still remain as the record of his administration, are still the most useful which the country possesses; for, during the peace which has followed the successful Revolution which placed the present Government in power eight years back, the revenue, however usefully expended, has not been employed in such a way as meets the public eye. Annual decline of imports and exports. Revenue not expended on public works.

The following is a comparison of the imports and exports for the two years 1890 and 1891 for England, the United States, France, and Germany:—

Comparative Table for the Years 1890–91 of Imports and Exports from and to the following Countries.

	Imports.		Exports.	
	1890.	1891.	1890.	1891.
	Sucres.	Sucres.	Sucres.	Sucres.
England	2,671,566	1,828,816	1,729,914	935,315
United States	1,607,461	1,496,062	930,560	999,410
France	2,464,064	1,780,563	2,280,218	2,493,243
Germany	1,318,932	1,042,359	1,403,891	1,091,575

Falling-off of imports from these countries.

It will be seen from the above table that the imports have diminished largely from the four countries which are the great suppliers of Ecuador. This is specially noticeable in the cases of Great Britain and France—in that of the former they were nearly a third, and in that of the latter over a quarter less in 1891 than they were in 1890.

Falling-off of exports to these countries.

There is also a marked falling-off in the exports, notably in those to Great Britain, amounting to nearly a half.

Germany has lost only a little, and the United States and France have gained a little.

General decline of imports and exports from and to all countries.

It will be seen from the following statement that this decline has not been made up by an improvement in the case of other countries, but that the loss on imports and exports on the whole trade of Ecuador has been considerable during the last year.

	Value.	
	1890.	1891.
	Sucres.	Sucres.
Imports	10,016,352	7,241,095
Exports	9,671,634	7,351,800

So that there was a total loss last year in imports of 2,245,257 sucres (530,613*l.*), and in the exports of 2,409,834 sucres (474,998*l.*)—that is to say, of a third of the trade. This is a more rapid decline than that of 1890 from the trade of 1889.

Loss of revenue.

The revenue has suffered in proportion, as that derived from customs receipts was this year only 1,772,721 sucres, while last year it was 2,477,554 sucres, this being a decline of 704,833 sucres, or nearly a third, and as the customs are the largest item in the revenue of this country, this constitutes a very serious loss.

Above figures taken from the report of the Director of Commercial Statistics of Guayaquil.

The above figures are taken from the official report of the Director de la Estadistica Comercial, or Director of Commercial Statistics of Guayaquil. This was supplied to Her Majesty's Legation by the Ministry of Finance, and though these figures differ materially from others supplied direct by the department, as both these do from others supplied from another official source, it is probable that they are the most nearly correct of the three.

His reasons for this decline.

The following are the reasons given by the Director in his report for this yearly and great decline:—

"Many and of various nature are the causes of this economical phenomenon of progressive decline, of which these are the principal: the bad harvest of cocoa, and of some national products in some years, and the lowness of price of others, like ivory nuts, in the markets of Europe; political revolutions; the transfer of much capital abroad; the exclusion from our circulation of Bolivian and Colombian coin, which formerly circulated freely in the country, the diminution of commerce with Colombia in consequence of the denunciation of the commercial treaty between

Ecuador and that country; and with Chile, in consequence of the late formidable civil war; the imperfections, according to some, in the customs tariffs, with reference to certain articles, the absorption, according to others, of a great part of the capital of the banks of the country by their large and constant loans to the Government; the financial crises which have taken place in Europe, which are felt at a great distance and exercise their injurious influence on our commerce, &c."

From these the civil wars, which the Director gives as one of the causes of the decline, must be excluded, as during the four years on which he is treating there has been peace; but whatever be the cause or causes the result is sufficiently startling.

Percentage of value of imports of various countries

The following are the percentages of the value of the import of various countries:—

Country.	Per Cent.
England	25½
France	24½
United States	20¼
Germany	14¼
Other countries	15¼
Total	100

Percentage of value of exports.

The percentages of exports are—

Country.	Per Cent.
France	34
Germany	15
United States	13½
England	12¾
Other countries	24¾
Total	100

Comparison of percentage of imports and exports of different countries.

Thus in imports England heads the list; while in exports she takes the lowest place, as she is not so large a consumer of cocoa as other countries. The large export attributed to France is, however, misleading, as much of what is counted as exported to that country really goes to Holland and Belgium, all shipped direct to Rotterdam, Amsterdam being included under this head.

Reciprocity treaty. Disadvantages which would have occurred to Ecuador had she accepted the reciprocity treaty

It will be observed, with reference to the so-called reciprocity treaty, proposed by the United States, and rejected by Ecuador, which was presumably based on the assumption that trade with the former was likely to be much more beneficial to the latter than it is with other countries, that British imports are 5 per cent. larger than those of the United States. Exports to England are only three-quarters of a percentage less; while in comparison with

proposed by the United States.

the other great European nations generally, America takes in the imports the third, and in the exports only the fourth place.

Income and expenditure.

The following are the figures of the income and expenditure supplied by the Finance Department:—

REVENUE.

Description.	Amount.
	Sucres.
Customs	3,000,000
Pork	50,000
Waste lands	5,000
Judicial fines	1,000
Total	3,056,000

EXPENDITURE.

Description.	Amount.
	Sucres c.
President's salary	12,000 0
Legislative body's salary	50,000 0
Minister of the Interior	2,880 0
„ Finance	2,880 0
„ War	2,880 0
Judges	112,311 0
Customs	46,861 60
Post	68,038 80
Telegraphs	30,000 0
Public works	689,000 0
Public worship	242,080 0
„ instruction	448,030 67
Prisons and penitentiary	8,671 0
Army and Navy	836,958 0
Total	2,552,771 7

Debt of Government to Guayaquil banks.

In addition to the expenses given above 1,286,462 sucres 40 c. is stated by the Finance Department to have been due by the Government to the banks of Ecuador at Guayaquil at the end of 1891, and 886,905 sucres 55 c. to the International Bank, in all 2,173,367 sucres 95 c. This sum is said to have been considerably increased during the present year.

Discrepancies between different official estimates prevent any being accepted as reliable.

The above tables of the revenue and expenditure have, as I have stated above, been supplied by the Finance Department; but they cannot be said to be reliable, as, while the revenue from the customs is stated by the Director of Commercial Statistics at Guayaquil, whose report was also furnished me by that department, to have amounted in the year 1891 only to the sum of 1,772,721 sucres, the Finance Department claim that it amounted to 3,000,000 sucres from that source—a difference of over 1,200,000 sucres on one item alone of the revenue. A third official authority has given me the revenue from customs as 2,333,686 sucres.

The Finance Department, on the other hand, ignore the revenue from aguardiente, which is given me by my other official authority as amounting to 164,664 sucres. The latter again gives the internal debt as amounting to 5,528,929 sucres instead of the above-quoted 2,173,367 sucres of the Finance Department; he puts the expenses for public works at 990,178 sucres, instead of 689,000 sucres; those of public instruction at 594,701 sucres instead of 448,030 sucres; he estimates the expenses of the army and navy at 678,676 sucres, instead of the equally official statement of the Finance Department of 836,958 sucres; and finally he gives the total expenditure of the Government in 1891 as amounting to 10,334,540 sucres, instead of to the more modest sum given by the Finance Department of 2,552,771 sucres. It may, perhaps, be supposed that this latter sum is nearer the mark than the former, but with such enormous discrepancies as these in three equally official accounts it is impossible to form even an approximate opinion of the revenue and expenditure of Ecuador, and one is still more bewildered when one considers the fact that the estimated budget for 1891 was—revenue, 4,252,582 sucres; expenditure, 4,379,056 sucres. This was the budget for 1888, but the President having put his veto on that passed by the Congress of 1890, the former budget remained in force, as it now continues to do for two years more, since the President has again put his veto on the budget proposed by this year's Congress.

Budget for 1891.

The accuracy of any one of the above financial statements cannot, however, be guaranteed.

From a variety of causes, amongst which probably the high rate of exchange—it is now at a premium of over 60 per cent.—takes a leading place, trade is going through a disastrous crisis; at all events, in Quito money is very scarce. The shops are consequently overstocked with goods, as these have generally been bought on credit, and as the tradesman having no money, they are still unpaid for, he tries to get rid of them by constant sales at greatly reduced prices, but generally he does not even in this manner succeed in clearing his shop. I am told that some of the leading merchants here are thinking of informing their European creditors that until the exchange goes down they will make no remittances of the amount owing, but will pay interest on it. If this course be widely adopted, it will affect seriously the credit of Ecuadorian merchants, which they cannot well afford.

Depression of trade.

Merchants averse to making remittances at present high rate of exchange.

It may be mentioned as a curious financial fact that the notes of the capital do not pass at Guayaquil, and can only be disposed of by sale there at a heavy discount.

Quito notes do not pass at Guayaquil.

Cocoa is the staple product of Ecuador, and the failure of the crop in 1891 has doubtless not been without influence on the financial condition of the country. The crop of 1891 was 150,000 quintals, or 46 per cent. less than that of 1890. This reduced the exports by at least 35 per cent., and has also, of course, affected the import trade, the general prosperity of the country, and the revenue of the Government.

Cocoa.

The rice crop was also a failure, not enough being produced

Rice

for home consumption. This want was supplied by Peru and India.

Sugar.

Sugar was a better crop, and some was exported to Central America, but little being sent to England, which had taken the greater part of the surplus of 1890.

Ivory nuts.

There was a diminution in the export of ivory nuts, owing to the little demand in Europe.

Coffee.

The cultivation of coffee is said to be improving, but it still leaves much to be desired, and immense tracts of land fit for the plant are lying waste.

Banks.

The Bank of Ecuador declared a dividend of 14 per cent. for the year 1891; bank notes in circulation, 1,868,395 sucres (267,000*l.*), and silver and gold reserve in the vaults of the bank 904,137 sucres.

The "Banco Internacional" declared a dividend of 7 per cent. for December 31, making, with 6 per cent. paid on June 30, a dividend of 13 per cent. for the whole year. Their circulation was then 868,640 sucres, and their silver reserve 495,848 sucres.

The "Banco Hipoticario," or mortgage bank, declared a dividend of 16 per cent., of which 6 per cent. was advanced in June, 1891.

Rates of exchange.

The rate of exchange was in the early part of the year 1891 under 30 per cent. It rose to 45 per cent. at the close, and throughout this year it has steadily risen till it reached 65 per cent. on England and nearly 70 per cent. on New York. It has lately dropped 2 per cent. or 3 per cent. The low price of silver has doubtless, together with the failure of the cocoa crop and the prevailing depression, contributed to this result.

Rejection of reciprocity treaty proposed by the United States.

Ecuador has this year prudently refused to entertain the proposals to follow the example of several of her sister South American Republics by entering into a so-called treaty of reciprocity with the United States. It would, indeed, have been suicidal for her to have done so, as, while her exports to the United States are not, as has been shown, so large as those to France and Germany, and only very slightly larger than those to Great Britain, her imports are considerably less than those of Great Britain or France, the countries against which the fiscal policy of the United States may be considered as being chiefly directed.

Even without special retaliation, since, as has been shown, the income of Ecuador depends largely upon her customs, as England supplies so large a proportion of the imports, the application of the most favoured nation clause in our treaty, under which our goods would have enjoyed the same right of free entry as was accorded to the United States, would have caused a loss of 46 per cent. (25½ per cent. from England, 20½ per cent. from the United States) to the revenue from the imports, without taking into consideration the loss from the imports from other countries which would have enjoyed the same privilege under the most favoured nation clause in their treaties. This loss would in no way have been made up by the release from

duty of the small export to the United States, and Ecuador wisely considered that by accepting the "reciprocity" treaty she would be buying the favour of her powerful sister too dear.

This year a Convention has been concluded between Great Britain and Ecuador for the protection of trade marks, patterns, &c.

Trade Marks Convention concluded between England and Ecuador.

Under this treaty English manufacturers enjoy every privilege accorded either to subjects of other nations or to the natives of the country.

As there is no special law for the registration of trade marks they are protected under the general head of "privileges." For this privilege to be effective it is necessary that the trade mark should be registered in the Court at Quito. It should be sent in duplicate and attested by the signature of the owners. The plan for any British manufacturer to pursue to carry out this registration would be to send a Power of Attorney, properly "visé" by an Ecuadorian Consular officer in England, to the patent agent in Quito. His name is P. M. Perez Quiñones. He states that all the expenses would be covered by a cheque of 20*l.*, which should accompany the Power of Attorney.

Registration of trade marks. Formalities necessary.

Infringement of the rights thus registered is punishable by a heavy fine, part of which goes to the informer, and part to the patent agent who prosecutes.

The most important financial measure in Ecuador during the year 1891 was an agreement for the conversion of her debt to her English creditors.

Arrangement of Ecuador with her British creditors.

At the head of all the causes to which are to be directly attributed the backward condition of this country must be placed the want of means of communication; in fact, all the other causes are either directly or indirectly connected with or dependent on this great drawback.

Roads.

The so-called roads are nothing but mule tracks, which are practically closed during the rainy season, which lasts for a great part of the year; the rainfall is very heavy, and the tropical storms tremendous. When it is understood that in many places the only available tracks are the beds of the deep torrents formed thereby in the loose volcanic soil, while in others a way has to be forced through miles of deep mud produced by the same cause, the difficulties of travel will, to a certain extent, be realised. During the winter months it is indeed almost impossible for travellers, and quite so for merchandise, to pass even over the main track from Guayaquil to Quito, though in some places efforts have been made to make a real road of this. The fact that this year a postman and his horse were literally lost in the mud will give some idea of its condition during the wet months, while at the best of times the journey is a very arduous undertaking, as not only are the tracks through the mountains actually dangerous, but a traveller has first to experience the deadly heat of the swampy equatorial forests near the coast, from which he emerges inter the bitter cold, the furious winds, and floods of rain and sleet of Chimborazo and the adjacent "paramos" or slopes of the Andes, and has, moreover, to contend with the nausea and

Description of roads, &c.

Description of journey to Quito from Guayaquil.

oppression caused by the lofty altitude (the pass over Chimborazo is as high as Mont Blanc), and when tired, wet, frozen, and possibly bruised by falls, and in a fever contracted on the pestilential swamps of the first stages of his journey, he arrives at the inn where he has to pass the night, to find it very possibly already full of travellers.

This is what the traveller may have to experience in the best time of the year on the best road in Ecuador.

As during the greater part of the long rainy season, which may be said to extend over seven or eight months, this high road even is closed to merchandise, and also to travellers, save when urged by great emergency they make up their minds to undergo dangerous risks and hardships, the interior of Ecuador is entirely shut out from commerce during about half of the year, while during the remaining half it is only carried on with great difficulty and expense of carriage. To illustrate this, I may mention that some cases took over six months to reach me from Bodegas, the place where the land journey begins, a distance of not more than 200 miles.

Interior of Ecuador closed during greater part of the year.

It will readily be understood that this isolation must produce a great effect—actual and moral—on the country and its inhabitants. The national character and institutions have caused this isolation, for not only have the natives not taken the trouble to make roads but they have allowed the splendid causeways of the Incas to disappear from neglect, and in its turn the isolation and consequent want of civilisation thus brought about has reflected itself on and thereby intensified the national characteristics. Had part of the sum which has during the last 400 years been spent on the convents and churches in Quito been devoted to road-making and repairing, the influence thus produced on the condition of the country and reflected on the character of the people might have made Ecuador more rich and prosperous than she is at present.

Result of isolation on country and people.

Agriculture is still in its infancy. The naturally rich soil is scratched by a wooden plough, and all other agricultural implements and processes are equally primitive. The grain, when it has ripened, is cut with a knife; the subsequent operations are all done by hand, barley and wheat are winnowed by hand. A number of Indians sit round a heap of grain when there is a breeze, and throw up and drop handfuls of it until it is comparatively free from chaff. They then laboriously pick out from the heap the large stones and dirt. Every grain of maize is taken by hand from the ear.

Agriculture.

There are a few carts in Quito and the neighbourhood. This is an improvement, as only a few years back, according to a gentleman residing here, he was fined 10 sucres for using one—the first introduced—on the ground of the injury thereby done to the roads. As a rule, however, all haulage or carriage is done on the backs of oxen, mules, donkeys, or Indians. When, however, anything bulky, such as a heavy beam, has to be moved, a yoke of oxen is fastened to it, and it is thus dragged to its destination

Haulage and carriage.

through the streets of Quito, or up and down the rocky paths, which take the place of roads.

As owing to the want of roads there is no market for any surplus, it does not much matter whether the harvest be abundant or not, in fact, I have been constantly assured that an abundant harvest is, by causing a reduction in prices, a real source of loss to the cultivator. A good harvest causes a loss to the cultivator.

The same remarks apply equally to the tropical regions of the valleys in the interior and of the low-lying lands near the coast. Save close to a navigable river or to a main track these enormously fertile territories are waste, and where cocoa, coffee, indiarubber, sugar, rice, cotton, and tobacco might be produced in abundance, the virgin forest reigns supreme. I am assured that not a hundredth part even of the inhabited land on the west of the Andes is under cultivation, and my personal observation would induce me to suppose that the percentage is much lower. Same remarks apply to the tropical region.

The equally fertile districts to the east, watered by the great tributaries of the Amazon have not been alluded to, for they can hardly be said to have been thoroughly explored yet. So far they are only utilised by a few isolated indiarubber gatherers—the outcasts of the surrounding Republics, who attack the Indian villages, kill the men, capture and sell the women and children in Peru. These men float their cargoes of indiarubber down the rivers to the Amazon, where they are taken in Brazilian steamers to the Atlantic. That this is feasible will show the future that may yet be in store for that savage region when foreign enterprise and capital open up to the Atlantic and Europe these mines of vegetable and mineral wealth by means of the Napo, the Pastazzo, the Morona, and the Santiago rivers which are navigable for steamers of light draught to within a short distance of Quito. The "Oriente." Inhabitants of. Communication of, with the Atlantic by the Amazon. Possible consequent future of.

It is a curious historical fact that this route was discovered at the moment of the Conquest, when the adventurous Orillana went from Quito down the Napo to the Amazon and thence to the Atlantic and Europe; but it is, perhaps, still more extraordinary that nearly four centuries should have been allowed to elapse without any advantage having been taken of this natural highway, and that these auriferous and fertile regions which would specially benefit by their easy communication with the east are at this moment the same savage wilderness that they were when Orillana penetrated into and through them. This route discovered at the moment of the Conquest by Orillana. Never been utilised since. Regions fertile and auriferous.

Throughout its whole extent, Ecuador may be said to be one of the richest countries in the world. In the uplands, the products of temperate climates flourish luxuriantly even under the present primitive system of agriculture, though the land is never manured and produces often the same crops twice a year, and year by year. Near Quito, and in many another upland valley, there is magnificent pasturage which feeds thousands of fine cattle, while barley, wheat, maize, &c., grow luxuriantly; in a valley within only three hours' ride, tobacco, the sugar-cane, oranges, &c., grow with equal luxuriance. This may be taken as Resources of Ecuador.

typical of the interior of Ecuador, but, with the exception of nourishing the scanty population, these great natural advantages are wasted.

Mines.

I have, hitherto, dwelt only on the vegetable products of the country, but Ecuador is equally rich in metals of all kinds.

All rivers springing from the lower slopes of the Andes are auriferous.

It may be safely said that hardly a stream issues from the lower slopes of the Andes, either to the Amazon on the east or to the Atlantic on the west, the sands of which are not auriferous, thus indicating the vast stores of gold lying in the mountains from which they spring.

Logroño and Sevilla de Oro.

Shortly after the Conquest mining settlements such as Logroño and Sevilla de Oro were formed, which rapidly became large and flourishing cities, but the rapacity and exactions of the conquerors excited the Indians to a desperate revolt in which all the males of their oppressors were exterminated; the governor of Logroño's thirst for gold being, as the legend relates, finally satiated by a quantity of the molten metal being poured down his throat.

Fate of inhabitants.

Other mines worked by the Spaniards have been deserted since the Revolution.

Since that time no attempt has been made to re-conquer these rich districts, but the Spaniards appear to have worked other mines in other parts of the country. Since the Independence, however, prohibitive regulations and taxation have caused their abandonment, and in many cases it is only by reference to the archives of the different provinces that their existence and position can be traced.

Silver mines of Pillzthum.

In this way the rich silver mines of Pillzthum, which are now being worked, have been lately re-discovered.

Zaruma gold mines.

Several mines have also been opened in the province of Esmeraldas, and in that of Oro by a British company that of Zaruma.*

American companies formed to work Cachavi mines.

Some American companies have lately been formed to work the mines at Cachavi, Uimbi, and Playa de Oro in Esmeraldas. They are said to be extraordinarily rich, and it is to be hoped that the preliminary expenses may not be so great as to swallow up the profits of these hopeful enterprises.

Auriferous rivers in the Pailon territory.

The rivers running through the Pailon territory, the property of the Ecuadorian Land Company—an English corporation—are said to be unusually rich in gold; but it does not appear that any attempts have as yet been made to open any mines there.

Wealth in other metals. Coal.

Ecuador produces almost every other metal, and also coal, which in the probable event of the ultimate completion of the Canal across the Isthmus of Panama may, from the necessity and nearness of the supply, become extremely valuable.

Petroleum.

Petroleum is also found in various places.

Abundant in the St. Helena district.

It is specially abundant in the St. Helena district to the north-west of Guayaquil, where it lies in pools on the ground and is to be seen floating on the adjoining sea.

Reported unlimited supply of oil.

Hitherto, owing to apathy and to restrictions of various kinds it has not been worked save to supply the neighbouring town of Guayaquil with light and with pitch for

* See special report on this subject (Miscellaneous Series No. 262).—Ed.

vessels; but a very favourable mining law having been passed in the late Congress, it may be expected that advantage will now be taken of what is described as the unlimited supply of oil, in fact, a syndicate is in course of formation to purchase and dispose of the district to European or North American companies. The climate is good and the geographical position very favourable, as the oil, moreover, is actually on the coast and there are two ports; if the enterprise succeed, Ecuadorian kerosene may possibly contest in the markets of North America, of Europe, and of the east, with oil from the United States and from Baku.

Syndicate formed to purchase territory to dispose of to company or companies.

Advantages of climate and geographical position of district.

The petroleum is said to be of exceptionally good quality and to be consequently specially suitable for lubricants, as well as for lighting and fuel.

Possible future of oil.

Quality of oil.

For several years past various railway schemes have been started, but all have hitherto proved abortive probably owing to the fact that Ecuadorian credit was so low that genuine capitalists did not venture to come forward. The recent arrangement with the British creditors may possibly have an influence in subduing this mistrust.

Railway projects.

It is probable that, at all events for the present, the physical difficulties occasioned by the intervening Andes will render the construction of a line between Quito and Guayaquil practically impossible. These exist in a much less degree between Bahia and Quito. The same may be said of the country between Quito and the territory belonging to an English company at Pailon, where there is also a magnificent port as at Bahia, while the distance is much less. Both these places are, moreover, nearer Panama than Guayaquil, Pailon much nearer. As it is on the Colombian frontier it would, moreover, tap the trade of that country. It is, therefore, probable that if and when a line is under serious consideration it will be found advisable to construct it to the interior, taking Bahia or Pailon as a starting-point, rather than Guayaquil.

Physical difficulties of line between Guayaquil and Quito.

Those between Bahia or Pailon and Quito much less.

Superior advantages of Pailon.

The manufactures of Ecuador are hardly worth mentioning. There are a few factories in which rough goods are made, but these in no way compete with the imports, save perhaps in the matter of the brilliantly-dyed blankets, generally worn as shawls or ponchos, which form the clothing by day and the bed by night of the greater part of the population. A well-to-do "chola," or Indian woman, will on a feast day wear three of these—one a brilliant pink, another a bright yellow, and the third a glaring green—so disposed that each colour is well seen. These ponchos also serve the use of a basket, wheel-barrow, a pocket-handkerchief, and a cradle.

Manufactures.

Brightly dyed blankets.

In view, therefore, of the great demand, it might be worth while for British manufacturers to import these blankets, as the sale must be very large amongst the Indian and hybrid populations of Ecuador and the neighbouring Republics.

Possible market for British manufacturers.

The article, however, which is perhaps most largely manufactured, and which, unhappily, has the readiest sale, is the coarse rum, coña, or "margorca."

Aguardiente.

Rope, &c., from the aloe.

As in Somali-land, an industry which ought to have a future is that of ropes and all sorts of matting, &c., made from the aloe, which is the usual fencing in this country, and which grows wild everywhere. The ropes appear to be of excellent quality, the expense of production nil, or next to nil, and that of manufacture slight. A factory has been established at Ambate, and with a little energy others might be set up throughout the country, and the product might in time become a formidable rival to hemp.

Quito Exhibition.

An exhibition of native products held this year in Quito, whilst showing the richness of the country in natural wealth, showed also its poverty in manufactures, and, few as are the Europeans settled here, it was observable that many of the useful articles exhibited were the work of foreign residents.

Land. Method of working.

The cultivated land is generally farmed by the proprietor, though part of it is occasionally let to tenants. Even with the primitive mode of agriculture which has been described, the land is so fertile, requires so little labour, and that labour is so cheap, that the average income may be estimated at 6 per cent. on the capital employed. The cultivation is entirely done by Indians, who are veritable helots or serfs.

Indians are serfs.

Method of pay.

Each Indian has a plot of ground, and is, moreover, paid 5 c. a day. As this is not sufficient to keep him and his family he receives advances from his master, to whom he is bound until these are repaid.

Possible future of Ecuador.

It will have been seen from the foregoing pages that Ecuador may still under altered circumstances have a great future before her. She has all the internal elements in herself, though these have not as yet been developed. Ecuador is in fact still virgin soil, a point worthy of consideration at the present rate of the increase of population of the world. In the future foreign capital and enterprise may put her in easy communication with the world, and may open up her mines and her wealth of all kinds.

Opening for foreign immigration, specially that of Anglo-Saxons.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 1 | 93—H & S 1443)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1171.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

ECUADOR.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF GUAYAQUIL.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 992.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893

[C. 6855—58.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Offices at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.

No. 1171.

Reference to previous Report, Annual Series No. 992.

ECUADOR.

GUAYAQUIL.

Consul Chambers to the Earl of Rosebery.

My Lord, *Guayaquil, February 25, 1893.*

I HAVE the honour to forward to your Lordship herewith my Report on the Trade and Commerce of Ecuador, through the port of Guayaquil, for the past year 1892.

I have, &c.

(Signed) GEO. CHAMBERS.

Report on the Trade and Commerce of Ecuador for the Year 1892.

ABSTRACT of Contents.

	PAGE
Crops	2
Cocoa	2
Coffee	2
Sugar	3
Rice	3
Ivory nuts	3
Cundurango	3
Imports	3
Exports	4
Exchange	4
Rates of freight	4
Shipping	4
Trade with United States	5
Finance	5
Customs revenue	5
Foreign and Internal Debts	5
Municipal Debt (Guayaquil)	6
Banks	6
Public works	6
Mining	7
Manufactures	7
Tabular statement of exports	8
Shipping returns	9
Exports to the United States	9
Debt Service returns	10

Crops.

The various branches of Ecuadorian agriculture yielded very fair crops indeed during 1892. Taken collectively, they show a decided advance upon 1891, the quality of the produce being, on the whole, much superior, and the aggregate quantity exported fully 70 per cent. in excess of that year. By comparison with the 4 years previous we find an improvement upon the yearly average of the total exports of about 34 per cent.

The products that have exceeded the average are principally cocoa, coffee, and sugar, the excess being 20 per cent., 34 per cent., and 131 per cent., and compared with the year 1891 this is found to be 53 per cent., 28 per cent., and 116 per cent. respectively.

With the exception of the extraordinary crops of 1886 and 1890, there has been an appreciable advance upon all preceding years.

Cocoa.

The cocoa harvest, though still falling short about 10 per cent. of that for 1890, was 53 per cent. in excess of 1891, viz., 321,493 quintals* (14,352 tons), as compared with 209,835 quintals (9,368 tons). Prices were well maintained throughout the year, and the Christmas crop, or "Aftermath," was proportionately large.

There is no special feature of interest to record in respect to the cultivation of the cocoa tree, both the system of planting shoots and raising from seed having been continued with varying success. The extension of various plantations has added considerably to the acreage, and, as such developments bid fair to continue, the production of the cocoa bean is likely to be largely increased in the near future.

It is worthy of remark that hitherto the increase in the crops has not been in proportion to the new fields laid under cultivation, but since seed-raising promises well, greater hopes are entertained of realising a proportionate return.

The increase in 1892 proceeded principally from the Arriba (up-river) districts. Machala and Balao, though having yielded more than in 1891, nevertheless fell considerably short of the average, excessive moisture having affected the young shoots in the latter district, whilst the River Jubones, in Machala, overflowing, inundated and completely destroyed extensive plantations.

The export of cocoa direct to England is becoming smaller every year. This, to a certain extent, is doubtlessly due to competition of the colonial product, but probably more to the fact that the propaganda established in Germany, through direct sales to chocolate manufacturers in the small towns of the interior, has put a stop to the old system, under which such manufacturers drew their stocks from the large importing firms of London. The consequence is that the supplies for the Continent go now direct to their destination, and the imports of England represent only what is actually consumed there.

Coffee.

The total export of coffee was much larger than in any of the 4 preceding years, and nearly 28 per cent. in excess of 1891, viz., 36,508 quintals (1,630 tons), against 28,581 quintals (1,276 tons).

* The quintal, or Spanish cwt., is 100 lbs. avoirdupois.

There was a great demand for this berry in Europe, in consequence of which it commanded high prices throughout the year. Towards the close of the season the local quotation rose to 3*l.* 18*s.* per cwt.

All along the coast the coffee acreage is being rapidly increased, and this is noticeably the case in the province of Manabi, whence some important shipments have been made.

Sugar. The year was unfavourable for the growth of the sugar cane, and the large increase anticipated in the production of sugar was not realised. The "Rocafuerte" mill, from which a good supply had been expected, did not commence crushing until the end of the season, and was unable to furnish more than about 350 tons. In addition to this the other plantations, for the reason set forth at the commencement of this article, all yielded a much smaller quantity than had been estimated. Nevertheless, the result has greatly exceeded the yield for 1891, and the quantity exported quite 116 per cent. in excess of that year. But this is due rather to over-exportation, as the stock on hand at the close of the year was insufficient to meet the requirements for local consumption, and until the new crop is forthcoming this article will have to be imported.

The total output of the sugar-mills for 1892 may be estimated at 6,000 tons.

As in former years, the export was principally to England.

Rice. The rice crops turned out very fair indeed, and the imports of this grain from the neighbouring Republic of Peru were diminished considerably. However, a large quantity of Rangoon rice was imported, and one shipment of about 350 tons came from Rangoon direct. Owing to the cheapness of this grade of rice it meets with a ready sale, and bids fair to supplant the grain imported from the neighbouring Republics.

Ivory nuts. Judging from the export statistics, it would appear that this product has resumed its old status. During 1892 the total quantity exported from Ecuador may be calculated at 224,000 quintals (10,000 tons). Of this 113,185 quintals (5,053 tons) were shipped at Guayaquil, say 191,068 quintals (4,012 tons) at the small coast ports, and 20,952 quintals (935 tons) from the estate of the English land company (the Pailon Company, Limited) in the province of Esmeraldas. As will be seen on reference to Annex A, the quantity shipped at Guayaquil was more than treble that shipped the year before.

There appears to be a growing demand for this nut both in Germany and Italy, and several large shipments have been made to Liverpool and the United States.

Cundurango. There was an increased demand for this product in Hamburg. The total quantity shipped last year was 1,943 quintals (87 tons), whereas only 313 quintals (14 tons) were exported the year previous.

Imports. The custom-house returns not having yet been published, a reliable statement of the imports to Ecuador cannot be furnished.

But it would appear that the total value of these has been less than that of the exports (vide "Exchange").

Exports. The list of exports from Guayaquil for the years 1891–92 are herewith appended, marked A.

The favourable nature of those for 1892 as compared with the year previous—there being an increase in value of 38 per cent.—will be apparent upon examination. With the exception of bark, cotton, rubber, tanned hides, and tanning bark, which collectively form a very small item in the export trade of the country, all other products show a notable advance upon former years. It may be mentioned that for many years past there has been an accumulative average increase of about 4 per cent. per annum.

Exchange. The question of exchange has been the most salient point of Ecuadorian commerce during the past year. The currency being of silver, exchange has risen proportionately with the decline in value of this metal, and the standard coin, the sucre, that during 1891 was worth 2*s.* 11⅜*d.*, has averaged only 2*s.* 7½*d.* during 1892. The rate of exchange on London for drafts at usance varied from 40 per cent. (7 sucres per 1*l.*) in January to 65 per cent. (8·25 sucres per 1*l.*) in December, the latter rate giving a sterling value to the sucre of 2*s.* $5\frac{1}{11}$*d.*

In consequence of the low sterling value of the sucre, the prices of cocoa, coffee, and produce in general, advanced locally, and were upheld at high rates throughout the year, and, as the export dues and labourers' wages remained unchanged, and unaffected by the course of exchange, a great benefit was reaped by the agricultural proprietors, whom the depreciation of silver appears to have favoured most.

Due to the excess of exports over the imports, the banks of Guayaquil secured a large share of the surplus of exchange.

Rates of freight. During the latter half of the year the through rate of freight by steamer, and viâ the Isthmus of Panama, for cocoa and coffee was—for the north of Europe, 3*l.* to 3*l.* 10*s.* per ton, and for Spanish ports and the Mediterranean 5*l.* to 6*l.* per ton. Ivory nuts have been taken viâ the isthmus at a through rate of 2*l.* 2*s.* per ton for ports in the north of Europe, and viâ the Straits of Magellan at the same rate, and 2*l.* 13*s.* per ton for Mediterranean ports. Sugar enjoyed a through rate of 2*l.* per ton to Liverpool viâ Panama.

The carrying trade viâ the Straits of Magellan has been continued by occasional steamers, and the steam rates of freight by this route have varied between 2*l.* per ton and 2*l.* 10*s.* per ton. A large quantity of ivory nuts in bulk was carried by these steamers to the north of Europe at 1*l.* 16*s.* per ton and 1*l.* 18*s.* per ton.

Sailing vessels for Europe commanded an average freight rate of 1*l.* per ton.

Shipping. The usual returns of British and foreign shipping is herewith appended (vide Annex B).

The decrease in British shipping is attributable to the fact that the steamers belonging to the Chilian "Compañia Sud Americana de Vapores," which sailed under provisional British registers the

year previous, resumed their own flag on the termination of the political disturbances in Chile.

The "Lamport and Holt" line of steamships, referred to in my last report, made only two voyages to this port during 1892.

A statement of the exports to the United States is herewith annexed (vide Annex C). Trade with United States.

The negotiations for a reciprocal treaty of commerce, initiated the year previous, were continued, but finally rejected by the Ecuadorian Government, with the result that the relations hitherto existing between the two countries have remained practically unaltered.

No further statistics have been pulished on this subject since the report forwarded by me on October 8, 1892. Government revenue and expenditure.

The total income of the Guayaquil custom-house for the year 1892 was 2,755,505 sucres (361,660*l.*), this being an advance of 523,983 sucres (42,860*l.*) upon 1891. Custom-house revenue.

Judging from the returns of the 10 per cent. surtax for the payment of the Foreign Debt, which commenced to rule on June 1, 1892, the gross total of the import dues collected by the Guayaquil Customs Department during June–December inclusive amounted to 1,183,474 sucres (155,331*l.*), which is distributed as follows:—

Month.	Amount.
	£
June	11,035
July	22,438
August	27,525
September	19,698
October	12,762
November	27,681
December	34,192

The revenue derived from import dues throughout the Republic during the second half-year of 1892 amounted to about 1,124,317 sucres (147,567*l.*).

The surtax of 10 per cent. upon all import dues for the payment of the "New External Consolidated Debt" was enforced on June 1, 1892, and during the 7 months following, to December 31, yielded 93,201 sucres (11,468*l.*), which was distributed as per Annex D. It will be seen from this that the greatest result was obtained in December, when the Debt Service Income amounted to 20,285 sucres (2,447*l.*); June and October respectively 6,715 sucres (837*l.*) and 7,756 sucres (966*l.*) yielding the least. But this is no criterion. The reason for June receipts being so low is that an extraordinary amount of merchandise was imported in anticipation of the surtax, whilst during October the stoppage of all isthmus traffic, through the cholera scare, brought about the low result above mentioned. November, when the isthmus route was again open to traffic, shows a very fair income, though far below Foreign Debt

December, during which month the import trade resumed its normal status.

The total amount, 11,467*l.* 15*s.* 8*d.*, has been duly remitted to the Council of Foreign Bondholders for the service of the Debt.

Internal Debt.

The contracts with the "Banco del Ecuador" and the "Banco Internacional," respecting the Internal Debt of the Republic, are still in force, and these two institutions receive respectively all import and export dues in return for the monthly advances they make to the Government.

The total value of the Internal Debt on December 31 was 2,046,274 sucres (268,573*l.*), of which 1,396,274 sucres (183,261*l.*) was due to the "Banco del Ecuador" (being an increase of 146,536 sucres (19,232*l.*) upon 1891) and 650,000 sucres (85,312*l.*) to the "Banco Internacional."

Guayaquil Municipal Debt.

The debt of the Guayaquil Municipality to the "Banco Hipotecaria" at the end of the year amounted to 1,326,000 sucres (174,038*l.*). The service of this debt will be considerably lightened so soon as the water supply is satisfactorily established, and the board begins to receive the income produced by a water-rate.

Banks.

The "Banco del Ecuador" declared a dividend of 15 per cent. for the year 1892 and carried forward a balance of 258,664 sucres 74 c. (33,950*l.*) to the account of 1893. The banknotes in circulation represented 2,301,675 sucres 80 c. (302,095*l.*), and the gold and silver reserve in the bank vaults amounted to 921,867 sucres 18 c. (120,995*l.*). The funds in Europe and elsewhere for exchange operations showed a large increase upon the year previous, viz., 1,610,974 sucres (211,440*l.*), against 184,734 sucres (24,246*l.*), which proves conclusively that the local commerce had not been able to take up all the exchange drawn against the increased exports.

The "Banco Internacional" declared a dividend of $6\frac{1}{4}$ per cent. on June 30 for the preceding half-year, and on December 31 a second dividend of $7\frac{1}{8}$ per cent., making in all a dividend of $13\frac{3}{8}$ per cent. for the whole year. The circulation amounted to 1,199,786 sucres (157,472*l.*), and the silver reserve to 567,037 sucres (74,424*l.*).

The "Banco de Credito Hipotecario" declared a dividend of $17\frac{1}{2}$ per cent. during the year, 6 per cent. of which had been advanced in June.

Public works.

Work upon the Guayaquil-Chimbo Railroad was suspended during the whole of the year. The contract made with the French syndicate for the prolongation of this line from Chimbo to Riobamba (on the road to Quito) has not been fulfilled. The French Minister at Quito notified the Government that the syndicate would send out an engineer, fully empowered to act on its behalf, to commence operations forthwith, but up to December 31 the engineer in question had not arrived.*

Nothing further has been done upon the main road to the capital (viâ Flores) beyond the necessary repairs.

* The engineer referred to has since arrived.

The Guayaquil waterworks were continued and happily brought to a successful issue, the Agua Clara water flowing freely into the reservoirs on Santa Ana Hill.

Mining.

The year 1892 has seen the establishment of the "Playa de Oro Gold Mining Company" in New York. This company has been formed to exploit the rich gold placer mines on the banks of the River Santiago, in the province of Esmeraldas, and the corps of engineers, miners, &c., with the requisite machinery, and other necessaries, have arrived and initiated operations, but, so far, the result is not known. Other companies are reported to be in course of formation in the United States to work similar mines in the same district.

The Zaruma Gold Mining Company, Limited, has continued to work upon the Portobello mine with a favourable result. Several important additions have been made to the plant of this company, in consequence of which an increased output is anticipated during 1893. During the year 3,580 ozs. of gold were exported, the value of which was about 9,000*l.*

The Pillzthum silver mine is still being exploited by the local company referred to in my last report. This mine has yielded about 20 tons of silver ore, the net proceeds of which may be calculated at 1,200*l.* The ore extracted is treated at Freiburg in Germany.

A few shipments of mineral extracted from the Pacay-Urcu gold mines have been exported to Europe. These consist of about 70 tons of gold ore of good assay value and have yielded in London some 2,000*l.* The French company that was engaged on the work of developing these mines abandoned them in the early part of the year, since which time the work of exploitation has been continued on a very small scale by a local speculator.

Manufactures.

The manufacture of "cabuya" rope from the fibre of the Agave Americanus has been continued with success, and the demand has been equal to the supply, but, so far, it does not rank among the exports of the country. It is intended to export the raw material, but no steps have yet been taken in this direction.

Two factories for the manufacture of maccaroni have been established in Guayaquil, which will obviate the necessity hitherto existing of drawing a supply of this article of food from Chile. The flour of which it is manufactured is imported from California, and that for breadmaking from both California and Chile.

There is also a project afoot for the establishment of a flour-mill in Guayaquil, the idea being for the present to grind wheat imported from abroad.

The Guayaquil Brewery has continued to supply the requirements of the country, and but very little foreign beer is now imported.

Annex A.—Exports from Guayaquil for the Years 1891–92.

Articles.		Price.	1891.		Price.	1892.	
			Quantity.	Value.		Quantity.	Value.
		£ s. d.		£	£ s. d.		£
Bark	Quintal ..	3 0 0	1,474	4,422	3 0 0	318	954
Cocoa	,, ..	3 5 0	209,835	681,964	3 0 0	321,493	964,479
Coffee	,, ..	3 0 0	28,581	85,743	3 5 0	36,508	118,651
Cotton	,, ..	3 0 0	60	180	3 0 0	50	150
Hides, raw	,, ..	2 0 0	9,910	19,820	2 0 0	11,797	23,594
,, tanned	Each	0 9 0	490	220	0 9 0	358	161
Indiarubber	Quintal ..	5 0 0	5,030	25,150	5 10 0	4,635	25,493
Ivory-nuts	,, ..	0 6 0	34,215	10,264	0 6 6	113,185	36,785
Orchella weed	,, ..	1 5 0	247	309	1 5 0	444	555
Straw, hammock	,, ..	6 0 0	361	2,166	6 0 0	360	2,160
Specie, gold, &c.	Sucres ..	..	406,672	58,096	..	514,411	67,516
Sundries..	..	..	..	60,000	..	..	60,000
Mineral pitch	Quintal ..	1 10 0	63	94	1 10 0	195	293
Cundurango	,, ..	1 10 0	313	469	1 15 0	1,943	3,400
Sugar	,, ..	0 13 6	21,437	14,470	0 13 0	46,352	30,129
Tanning bark	,, ..	0 6 8	5,696	1,899	..	..	..
Straw hats	Sucres ..	..	108,483	15,498	..	158,594	20,815
Total		..	..	980,764	..	..	1,355,135

Annex B.—Return of all Shipping at the Port of Guayaquil during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	3,416	77	95,627	81	99,043
Ecuadorian* ...	1,590	23,350	...	...	1,590	23,350
Foreign	20	2,128	74	110,375	94	119,503

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	4,708	77	95,627	82	110,335
Ecuadorian* ...	1,589	23,835	...	...	1,589	23,835
Foreign	21	2,680	74	110,375	95	120,055

* Under this heading are included the numerous "Balandras" and "Chatas" that perform the "Servicio de Cabotage," or local coast traffic. Of this small craft, over 600 visit Guayaquil regularly, and altogether give employment to about 2,000 persons. Their average burthen is 15 tons.

Annex C.—List of Exports from Guayaquil to the United States for the Year 1892.

Articles.	Quantity.	Price.	Total Value.
	Quintals.	£ s. d.	£
Cocoa	20,345	3 0 0	61,035
Coffee	7,855	3 5 0	25,529
Hides, raw	11,097	2 0 0	22,194
Indiarubber	4,402	5 10 0	24,211
Ivory nuts	101	0 6 6	33
Bark	21	3 0 0	63
Specie	..	..	1,550
Sundries	..	..	2,139
Total	..	..	136,754*

* Equivalent to 1,041,935 sucres (Ecuadorian currency), or 656,419 dol. American gold.

Annex D.—Debt Service Returns, 1892.

Custom-Houses.	June.	July.	August.	September.	October.	November.	December.	Totals.
	Sucres c.	Sucres c.	Sucres c.	Sucres c.	Sucres c.	Sucres c	Sucres c.	Sucres c.
Guayaquil	6,467 37	13,150 73	16,131 56	11,544 46	7,479 82	16,223 57	20,038 96	91,036 47
Manta	140 56	52 08	192 52	130 65	146 18	111 97	99 62	873 58
Bahia	44 65	69 48	266 49	120 73	51 01	73 85	107 78	733 99
Esmeraldas	26 00	117 82	22 03	40 12	53 98	*	*	259 95
Tulcan	27 85	59 44	13 40	44 98	25 42	57 17	37 06	265 32
Loja	8 92	18 17	1 89	1 02	*	*	1 94	31 94
Total..	6,715 35	13,467 72	16,627 89	11,881 96	7,756 41	16,466 56	20,285 36	93,201 25

* No returns received up to February 25, 1893.

(72 4 | 93—H & S 1488)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1113.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

EGYPT.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF THE DISTRICT OF ALEXANDRIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 944.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1892.

Price Twopence.

[C. 6812—38.]
[C.6855]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
993.	Tonga	1d.	1053.	Lima	1d.
994.	New Orleans	1d.	1054.	Bilbao	1½d.
995.	Mozambique	1½d.	1055.	Cadiz	2d.
996.	Galatz	1½d.	1056.	Corunna	2½d.
997.	Nantes	1½d.	1057.	Saigon	1d.
998.	Algiers	1d.	1058.	Port-au-Prince	1d.
999.	Havre	2½d.	1059.	Trebizond	1d.
1000.	Buenos Ayres	6d.	1060.	Barcelona	1½d.
1001.	Baltimore	1½d.	1061.	Tainan	1d.
1002.	Taganrog	1d.	1062.	Smyrna	1½d.
1003.	Riga	2d.	1063.	Old Calabar	½d.
1004.	Bordeaux	2½d.	1064.	Samoa	½d.
1005.	The Hague	1½d.	1065.	Tahiti	1d.
1006.	Paraguay	1½d.	1066.	Chefoo	6d.
1007.	Constantinople	1½d.	1067.	Gothenburg	2d.
1008.	Rome	1d.	1068.	Buenos Ayres	1½d.
1009.	Mozambique	1d.	1069.	Loanda	1½d.
1010.	Wênchow	1d.	1070.	Guatemala	1d.
1011.	Mogador	2½d.	1071.	Zanzibar	1d.
1012.	Amoy	1d.	1072.	Charleston	2½d.
1013.	Kiukiang	1d	1073.	Nice	1d.
1014.	Stettin	1½d.	1074.	Caracas	1d.
1015.	Boston	1d.	1075.	Lisbon	2d.
1016.	Callao	1d.	1076.	Calais	2d.
1017.	Aleppo	1d.	1077.	Rio Grande do Sul	5½d.
1018.	Santos	2½d.	1078.	Philadelphia	2½d.
1019.	Piræus	1d.	1079.	Brindisi	2d.
1020.	Mogador	1d.	1080.	New York	2d.
1021.	Adrianople	½d.	1081.	San Francisco	1½d.
1022.	Tripoli	1d.	1082.	Frankfort	4d.
1023.	Jerusalem	1d.	1083.	Hiogo	1½d.
1024.	Odessa	6d.	1084.	Tokio	1½d.
1025.	Genoa	1½d.	1085.	Amsterdam	1d.
1026.	Kiungchow	1d.	1086.	San Francisco	3d.
1027.	Batoum	4½d.	1087.	Bangkok	½d
1028.	Buenos Ayres	1d.	1088.	Söul	1½d.
1029.	Batavia	1d.	1089.	Chiengmai	1d.
1030.	Santo Domingo	½d.	1090.	Copenhagen	½d.
1031.	San José	1d.	1091.	New Caledonia	½d.
1032.	Manila	1½d.	1092.	Bushire	2d.
1033.	Marseilles	1d.	1093.	Tamsui	1d.
1034.	Swatow	1d.	1094.	Dunkirk	1d.
1035.	Paris	1d.	1095.	Port Said	1d.
1036.	Ichang	5d.	1096.	Guatemala	½d.
1037.	Pakhoi	1d.	1097.	Chungking	9d.
1038.	Foochow	1d.	1098.	Nagasaki	1d.
1039.	Brest	1d.	1099.	Constantinople	2d.
1040.	Madeira	½d.	1100.	Buenos Ayres	½d
1041.	Antwerp	1½d.	1101.	Shanghai	2d.
1042.	Taganrog	2½d.	1102.	Jeddah	½d.
1043.	Algiers	2½d.	1103.	Chicago	3d.
1044.	Hankow	1½d.	1104.	Erzeroum	½d.
1045.	Nantes	1½d.	1105.	Loanda	3d.
1046.	Belgrade	2d.	1106.	Macao	½d.
1047.	Fiume	1d.	1107.	Canton	1d.
1048.	Wuhu	1d.	1108.	Paramaribo	1½d.
1049.	Cagliari	1d.	1109.	Tunis	1½d.
1050.	Erzeroum	1d.	1110.	Sofia	3d.
1051.	Syra	1d.	1111.	Brunei	1½d.
1052.	Cherbourg	1d.	1112.	Athens	2½d.

No. 1113.

Reference to previous Report, Annual Series No. 944.

EGYPT.

ALEXANDRIA.

Sir Charles Cookson to the Marquis of Salisbury.

My Lord, *Alexandria, July* 12, 1892.

I HAVE the honour to transmit herewith to your Lordship a Report prepared by Mr. Vice-Consul Alban on the Trade and Commerce of Alexandria for the year 1891.

I have, &c.

(Signed) CHAS. A. COOKSON.

Report on the Trade and Commerce of Alexandria for the Year 1891.

ABSTRACT of Contents.

	PAGE
General review of trade in 1891	2
Shipping	3
Import trade—	
Metals and metal goods	7
Provisions	10
Hides and leather goods	10
Animal products	10
Cereals, vegetables, &c.	11
Colonial produce, preserves, &c.	11
Oils and spirits	12
Stationery and books	12
Timber and coals	12
Stone, building materials, earthenware, and glass	13
Colours and dyes	13
Chemicals, perfumery, &c.	14
Textile industries	14
Miscellaneous articles	15
Parcels post	16
Export trade—	
Cotton and cotton seed	16
Cereals	18
Vegetables	19
Colonial produce	20
Metals and metal goods	20
General remarks	20

General Review of Trade.

In my report for 1890 I stated that in all probability the aggregate volume of exports from, and imports into, Egypt for that year, considerable as it was, would be equalled, or even surpassed, by that of 1891, and this anticipation has been more than realised.

Increase in exports and imports.

The exceptionally abundant cereal crops and a cotton crop considerably larger than that of 1890 (which was till then the largest on record) brought the total value of exports and imports up to 23,345,963*l.*, an increase of 2,578,610*l.* on the total of 1890 and 1,853,218*l.* in excess of the highest total recorded since the year 1874.

In considering these figures it should be remembered that the increase would have been still larger but for the two following reasons:—

Tobacco and cotton.

In 1890 tobacco sufficient for two years' consumption was imported, and consequently the quantity of this important article of consumption imported in 1891 was considerably below the average. Again the price of cotton of the 1891–2 crop was the lowest on record.

Alexandria possesses the bulk of Egyptian trade.

The great bulk of the imports and exports passed through Alexandria. Out of a total value of goods amounting to 23,345,963*l.*, more than 21,000,000*l.* passed through the Alexandria custom-house.

The splendid crops of 1891 were due to a combination of favourable circumstances. The weather was propitious, water was abundant, and the Irrigation Department again received universal praise for its excellent and regular distribution of the water supply.

The locust plague.

The locust plague, to which I referred in my last report, at one time caused some apprehension, but, owing to the vigorous measures taken by the Government, this pest was stamped out before it had caused any appreciable damage.

Prosperity of fellahin.

All classes have benefited by the last two years, but the native cultivators have profited most. Their increasing prosperity has given a marked impulse to the import trade as they are now improving their houses and acquiring a taste for greater comfort. In addition to the cotton stuffs, food stuffs, indigo, coffee, and the few utensils to which the native market was formerly limited, there is now an increasing demand for bedsteads and other European goods, and large quantities of timber were last year sent to the villages for building.

Export merchants.

Export merchants who confined themselves to legitimate business and did not speculate have done fairly well.

Wholesale importers and retail traders.

The wholesale importers and retail traders, especially those dealing in classes of goods patronised by the natives in the villages, enjoyed a brisk business.

Prospects for 1892.

As regards the prospects for 1892 it is as yet too early to form any positive estimate. In Egypt everything depends upon the cotton crop which is not picked until September. So far the

weather has been less favourable and the Nile has been at a lower level than last year.

The Nile was also later in rising than in 1891, but is now rising steadily, and, though there may during a short period be a scarcity of water in districts to which the irrigation works have only recently been extended, there is no reason to anticipate any very serious deficiency in the water supply.

Prospects of export trade

The cereal crops are shorter than was the case last season, but if all goes well with the cotton crop (which in that case bids fair to surpass last year's crop) the total volume of exports will probably equal or surpass that of 1890, though it is hardly likely to reach the large total of last year.

Imports likely to show increase.

As regards the imports it is possible to speak with greater certainty. The first quarter of the present year shows an increase over the same period in 1891, and it is probable that the effect of two good seasons on the purchasing power of the country will be still more apparent as the year advances, and even if any serious disaster were to befall the cotton crop, it would be too late to have any very appreciable effect on the imports of this year. We may therefore expect that the imports for the present year will show an even larger total than those of 1891.

The following details relative to shipping, exports, imports, and miscellaneous matters are to be considered as supplementing the information contained in last year's report.

Shipping.

Active movement of shipping in 1891.

The movement of shipping was unusually active in 1891. The total number of vessels which entered the port of Alexandria during the year amounted to 2,163, of an aggregate tonnage of 1,807,717 tons, against 2,019, of an aggregate tonnage of 1,632,220 tons, in 1890.

Increase in number and tonnage, especially in steamers.

There was thus an increase in 1891 of 144 vessels and 175,497 tons, which was principally contributed to by steamships, which show an increase of 110 vessels and 159,155 tons.

Sailing vessels.

The sailing vessels which visit Alexandria are for the most part small coasting craft from the neighbouring islands and coasts, of an average tonnage of about 103 tons, as will be seen by reference to Annex A. These vessels, many of which, with their rotten timbers, patched-up sides and antique rigging, present an appearance which, though highly picturesque, does not inspire implicit confidence in their seaworthiness, generally ply their trade during the summer, and lie up in this and other safe harbours of the Levant during the stormy winter months.

Causes of increase in shipping.

The unusual activity in shipping was due, not only to the brisk import and export trade, but also to the fact that owing to the famine in Russia some vessels came here in search of cargo which would otherwise have gone to the Black Sea ports.

Freights low.

Freights were low, but higher than in the previous year, as will be seen from the following table, for which I am indebted to the kindness of Messrs. N. Barker and Company:—

Rates of Freight.

Month.	Liverpool.				Hull, London, and East Coast.			
	Cotton, per Ton.*		Grain, per Quarter.†		Cotton Seed, per Ton.*		Grain, per Quarter.†	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1891—								
January	10 0	7 6	2 0	1 3	10 0	5 6	2 0	1 0
February	10 0	10 0	2 0	1 9	10 0	7 6	2 3	1 9
March	10 0	10 0	1 9	1 3	11 0	8 6	2 0	1 7½
April	15 0	10 0	3 0	1 9	14 0	9 6	2 6	1 9
May	15 0	12 6	3 0	1 6	13 0	10 0	2 6	1 9
June	12 6	12 6	2 0	1 6	13 0	8 6	2 0	1 6
July	12 6	12 6	2 0	2 0	10 0	9 0	1 9	1 7½
August	15 0	12 6	2 9	2 0	15 0	9 6	3 0	1 9
September	15 0	15 0	2 9	2 6	14 0	12 6	2 9	2 3
October	15 0	13 9	2 6	2 6	14 0	12 0	2 9	2 3
November	15 0	15 0	3 0	2 6	15 6	12 3	3 0	2 3
December	15 0	12 6	3 0	2 0	12 6	10 0	2 6	2 0
Average, 1891	12 8		2 2		11 1		2 1	
" 1890	11 11		2 0		10 11		1 11	

* Per ton of 40 cubic feet.

† Per quarter of 680 lbs.

Increase in British shipping.

More than 47 per cent. of the total tonnage in 1891 was British, as against about 46 per cent. in 1890. The number of British steamers was increased by 78 and the tonnage by 102,349 tons.

Percentage.

More than 51 per cent. of the total number of steamers was British, as against less than 49 per cent. in 1890. There were no British sailing vessels.

French shipping.

The aggregate tonnage of French vessels was increased by 12,569 tons, though there was a falling-off of one in their number.

Falling-off in Ottoman vessels.

There was a decrease of five in the number and of 8,725 tons in the tonnage of Ottoman vessels.

Other countries.

There were five less Austrian and six less German vessels. Denmark and Belgium also show a falling-off, the former in tonnage and the latter in number and tonnage. Other countries, with the exception of Holland, which remains stationary, show an increase.

Widening of entrance to harbour.

The work of widening the Boghaz Pass, which leads through the reefs into the harbour, is not yet completed, although the period allowed by the contract has expired. The delay has been due to unforeseen difficulties and to the enforced suspension of dredging operations during stormy weather.

Port dues and distribution of quay berths.

The applications made by the steamship "Ougento" for the reduction of port and light dues, and by a section of merchants here for a re-allotment of quay berths, are still under consideration.

Drunkenness among British merchant seamen.

Drunkenness is unfortunately very prevalent among British merchant seamen at this port, and is due to some extent to the difficulty experienced by the authorities in regulating the sale or preventing the adulteration of spirits.

Drinking bars and sale of adulterated spirits.

In the streets leading to the quays almost every other shop is a drinking bar, where the most poisonous and maddening compounds—a glass or two of which will often produce insensibility—are retailed as spirits in bottles, bearing well-known brands, which have been obtained empty for the purpose. These shops are for the most part occupied by Europeans, chiefly Greeks, whose Governments have hitherto opposed any modification of the privileges accorded by the capitulations which would tend to give a freer hand to the police in dealing with the sale and adulterations of spirits. Not only do these drinking shops abound, but the neighbourhood of the quays is also infested by Arab touts employed by them, who induce seamen and firemen to accompany them, or even succeed in boarding the vessels, selling drink to the crews and persuading them to sell their clothes and effects.

As regards intemperance, it is unfortunately a fact that British seamen (and particularly firemen) are the most addicted to this vice, and masters prefer to engage seamen of any other nationality, as being steadier and more industrious.

Merchant sailors' home.

The merchant sailors' home and the harbour mission (which, though independent of the former, holds its meetings in the same building) are doing good work among British seamen. The

sailors' home provides board and lodging for discharged seamen, and saves them from being victimised in the low dens to which they would otherwise be compelled to go. It also contains recreation and reading rooms, which are well attended by the crews of the vessels in harbour. The funds of the home are, however, barely sufficient for the purpose, and further private subscriptions are much needed.

Import Trade.

Total value of import trade in 1891.

The total value of the imports into Egypt in 1891 amounted to 9,120,359*l.*, against 8,594,364*l.* in 1890, or an increase of 525,995*l.* on the previous year.

Falling-off in leaf tobacco.

This was in spite of the fact that in view of the raising of the duty on leaf tobacco after July 1, 1890, enormous quantities were imported in the first six months of that year, and at the end of 1890 there was a stock sufficient for two years' consumption. The importation of this article was, therefore, abnormally large in 1890 and less than the average in 1891.

Increase in majority of articles.

There was an increase in the majority of articles, which was most apparent in metals and metal goods, textiles, timber, coffee, raw silk, sacks, and live animals. There was a large falling-off in cereals and sugar, owing to the good crops in Egypt, and a decrease, in most cases due to special reasons, in indigo, machinery, oils, and spirits, charcoal and firewood, boots and shoes, marble and stone, tumbeki and cigars. There was also an apparently large falling-off in leaf tobacco, the reason for which has been explained above.

Falling-off in a few articles due in most cases to special causes.

British imports.

The imports from Great Britain are still far beyond those of any other country. They show an increase of more than 435,000*l.* on last year's total, and from 38·5 per cent. of the total imports, against 35·8 per cent. last year. At first sight it would appear that there had been a large proportional increase of British goods, but this apparent increase is due to the great falling-off in tobacco, of which practically none comes from England. If we exclude tobacco altogether we find that of all other imports 39·1 per cent. were British, against 39 per cent. in 1890. The improvement in the proportion of English goods to those of other countries was, therefore, very slight.

Increase in trade of other countries.

All other countries, except Turkey, Greece, America, and English possessions in the far east, show an increase on last year. The diminution in Turkish and Greek imports was entirely in tobacco. The shrinkage of the imports from English possessions in the far east was chiefly due to the decrease in the import of rice.

Large increase in trade of Belgium and Germany.

Belgium and Germany show the largest proportional increase, both these countries having more than doubled their imports. For some years past Belgium and Germany have been gradually increasing their trade with Egypt, and the improvement has been most marked during the last three years. In several classes of

goods, as will be seen below, they are vastly improving their position at the expense of Great Britain, and also of France and Austria.

Metals and Metal Goods.

Iron and steel.

There was a large increase in iron and steel, the total value imported being 486,588*l.*, against 275,049*l.* in 1890.

In this import England has lost much ground during the last two years.

In 1891 only 48·6 per cent. of the iron and steel imports were British, against 59·3 per cent. in 1890 and 62·4 per cent. in 1889. France also shows a decreased proportion of 15·9 per cent., against 24·5 per cent. in 1890 and 24·8 in 1889. Belgium and Germany have made enormous strides at the expense of all other countries, as will be seen from the following table:—

Great increase in Belgian and German manufactures.

PERCENTAGE of Imports of Iron.

Country.	1891.	1890.	1889.
	Per Cent.	Per Cent.	Per Cent.
England..	48·6	59·3	62·4
Belgium	23·8	12·0	10·3
France	15·9	24·5	24·8
Germany	10·3	0·6	0·7
Other countries	1·4	3·6	1·8

The best iron bars are English, and iron piping is almost entirely English.

Locomotives.

In locomotives Belgium has succeeded in taking away a great part of English trade. The import of machinery during the last two years was distributed as follows:—

Country.	Value.	
	1891.	1890.
	£	£
England	31,384	68,004
Belgium	18,453	3,559
Other countries	3,767	2,546
Total	69,109	53,604

Railway carriages and trucks.

Railway carriages and trucks, which used to be imported almost entirely from England, are now for the most part imported from Belgium.

The following figures show the distribution of this import during the last five years :—

Country.	1891.	1890.	1889.	1888.	1887.
	£	£	£	£	£
England	11,971	1,095	58,053	26,993	99,032
Belgium	25,344	8,942	..	..	1,508
France	2,789	4,277	424	289	1,641
Italy	..	..	..	195	274
Total	40,104	14,314	58,477	27,477	102,455

It would thus appear that, whereas out of the total value of railway carriages and trucks, &c., imported, England contributed more than 96 per cent. in 1887, more than 98 per cent. in 1888, and more than 99 per cent. in 1889; in 1890 she only contributed a little over 7 per cent., and in 1891 a little more than 29 per cent. of the total imports, the chief share falling to Belgium, which, though she supplied little more than 1 per cent. in 1887, and nothing in 1888 and 1889, obtained more than 62 per cent. of the total in 1890, and more than 63 per cent. in 1891. It should, however, be stated that many of the component parts of the locomotives and other railway plant imported from Belgium are originally manufactured in England.

Pumping engines.

There was an increase in these engines of 784*l.*, the total value imported being 7,013*l.*, against 6,229*l.* in 1890. The demand has, however, greatly fallen off of late years, and as the irrigation works continue to be improved and extended, the necessity for pumping-engines will decrease. England furnished a larger proportion than she did in 1890, supplying nearly five-sixths of the total value.

France is the only other country which possesses any appreciable share in this trade.

Miscellaneous steam-engines.

There was a falling-off under this head, the total value of steam-engines imported being 29,700*l.*, against 65,951*l.* in 1890.

There was a large increase in English goods, which found nearly six-sevenths of the total.

Miscellaneous machines, and parts of machines.

Miscellaneous machines worked by steam show a large increase, the total value being 81,357*l.*, against 50,931*l.* in the previous year. More than half the value of this import came from England, but there was a slight falling-off in the proportion of English goods to those of other countries as compared with the previous year, and a marked increase in Belgian and German goods. France, though she has recovered some of the ground lost in 1890, has not regained the position she occupied in 1889.

PERCENTAGE of Total Imports of Miscellaneous Machines.

Country.	1891.	1890.	1889.
	Per Cent.	Per Cent.	Per Cent.
England..	62·8	71·5	64·2
Austria	3·6	5·3	4·7
France	23·7	18·3	26·2
Belgium..	4·9	1·1	1·3
Germany	3·3	1·4	1·2
Other countries..	1·7	2·4	2·4

Increase in Belgian and German manufactures.

The import of tin-plates and tin goods shows an increase. The amount imported is not, however, large, amounting in 1891 to 5,978*l.*, against 3,679*l.* in 1890. England has almost a monopoly of this article. Tin.

There was an increase of 1,759*l.* in iron and steel tools, the total import amounting to 9,291*l.*, against 7,532*l.* in the previous year. Tools and implements.

The chief proportion of this article comes from England, France holding the second place.

The total value of copper imported in 1891 was 107,463*l.*, against 62,016*l.* in the previous year, or an increase of more than 45,000*l.* This was partly due to the lower price of copper after the break up of the Paris syndicate. Copper.

Sheet lead and lead piping are almost entirely from France, the French article being cheaper than the English, though of inferior quality. The total value of lead imported in 1891 was 10,730*l.*, of which French lead amounted to 6,681*l.* Lead.

A small quantity only of type is imported, the total value in 1891 amounting to 948*l.* Hand presses only are used, the larger ones being of French make. The face of the smaller English type is not sufficiently open to suit the weaker vision of natives or of Europeans who have resided long in the country, and the French "bourgeois" type is preferred. In view of the small consumption it would hardly be worth while for English founders to manufacture a special type for this purpose. The English type is also too long to suit the chases in use, which are all made to suit the shorter French type. Printing type.

The demand for European guns is on the increase. If good quality is required, English guns are preferred; Belgium, however, has still almost the whole of the trade in cheap guns (mostly muzzle-loading), which are readily bought by the poorer natives. I have seen a Belgian muzzle-loading gun, the price of which was 17 fr. Purchasers of these weapons must hold their lives cheap, yet I am informed that these guns find a ready sale. Cheap guns are now being supplied from England, and are better in appearance than the Belgian article. I have seen very neat-looking English breach-loading guns, the original price of which was 2*l.* 10*s.*, and I am told that these guns find a good market. Sporting guns.

There is a small but increasing demand for this article. Bicycles.

English bicycles are undoubtedly superior to any others, but the sale of Austrian bicycles is greater. These latter are cheap and inferior imitations of English patterns.

Provisions.

Salt, smoked, and tinned meat.

There was a falling-off in this article, the total value imported being 22,546*l.*, against 25,168*l.* in 1890. England has the largest proportion of this trade, Italy coming next.

Salt, smoked, and tinned fish.

There was a slight increase in this article, the total value amounting to 25,586*l.*, against 23,883*l.* in 1890.

Out of the total import goods to the value 9,325*l.* were imported from France, while England's share of the trade amounted to 2,647*l.* France supplies a large quantity of tinned sardines, while herrings and ling come chiefly from England.

Butter.

There was an increase of a little more than 3,000*l.* in fresh and salt butter, the total value being 45,363*l.* Butter to the value of 1,612*l.*, or slightly less than in 1890, was imported from England. A large quantity of Milan butter is imported.

Hides and Leather Goods.

Tanned hides.

There was a large increase in tanned hides by which France and Austria benefited, there being a considerable falling-off in the percentage of hides imported from England as compared with other countries. This was specially noticeable in sheep and goat skins.

Boots and Shoes.

There was a further decline in European made boots and shoes, and an increase in the trade with Morocco in the red shoes worn by the natives. Boots are now well made in Alexandria, and the demand for European manufactures is falling-off. The total value of this import amounted in 1891 to 84,575*l.*, which was distributed as follows:—Morocco, 29,366*l.*; Austria, 26,235*l.*; France, 11,096*l.*; England, 7,773*l.*; other countries, 10,105*l.*

Animal Products.

Candles.

There was a decrease in the import of candles, the total value being 34,879*l.* in 1891, against 39,898*l.* in the previous year.

There was a falling-off in the import of candles from France and Belgium, which have always held the bulk of the trade, but an increase of about 2,000*l.* in English candles, which now run the Belgian article close.

IMPORT of Candles.

Country.	Value.	
	1891.	1890.
	£	£
France	17,751	19,943
Belgium	8,918	11,678
England	7,382	5,705
Other countries	828	2,572
Total	34,879	39,898

Sale of English candles.

The sale of the English article might be greatly extended. The chief proportion of the candles sold here are Fourniers' extra best, manufactured at Marseilles. This firm has worked up the business here with great energy. English candles of even better quality can be sold at the same price, but the trade has not been pushed, and no sole agents, who would be interested in developing this business, have been appointed.

Cereals, Vegetables, &c.

Cereals.

There was a general decline in cereals owing to the good crops in Egypt.

Rice.

There was a decline in the import of rice, as was the case with all cereals.

Rice is now almost entirely imported direct from Burmah, and when stocks here are exhausted after the close of the season Rangoon rice is brought from England. Only a very small quantity of Italian rice is imported for the consumption of a section of the Europeans. A large quantity of Rangoon rice has for some time past been re-shipped from Alexandria to Tripoli and other parts of the north African coast on account of the famine among the Bedouin tribes in those districts.

Colonial Produce and Preserves.

Tea.

There was a small increase in the import of tea, the value of which amounted in 1891 to 6,607*l.*, of which England contributed 4,518*l.* The tea consumed is chiefly Indian and Ceylon tea, and is for the most part imported from England.

Jams and other preserves.

The import of jams and other preserves was almost the same as in the previous year. There was an increase of 891*l.* in French jams, and 798*l.* in English, and a falling-off in Turkish. The import was distributed as follows :—

Country.	Value.	
	1891.	1890.
	£	£
France	6,644	5,753
Turkey	4,958	7,084
England	3,115	2,317
Other countries	1,579	1,087
Total	16,296	16,241

Biscuits.

The value of this import amounted in 1891 to 7,473*l.*, against 6,767*l.* in 1890. England continues to increase its lead in this article; the value of English biscuits imported into Egypt amounted in 1891 to 5,810*l.*, or 77·12 per cent. of the total imports, against 4,982*l.*, or 75·9 per cent. in the previous year.

France, which comes next, supplied in 1891 biscuits to the value of 1,203*l.*

Oils and Spirits.

Miscellaneous oils and spirits. Cotton seed oil.

The falling-off was chiefly in cotton seed oil, which comes almost entirely from England. This was due to the establishment of a second crushing mill, there being now two in Alexandria. The value of the cotton seed oil imported in 1891 amounted to 25,172*l.*, against 53,916*l.* in 1890.

Petroleum.

There was an increase of more than 13,000*l.* in the import of petroleum. The market was overstocked in 1889, and consequently less was imported in 1890.

More than 86 per cent. of the total import consists of Russian oil.

Stationery and Books.

Blotting and wrapping paper.

Blotting and wrapping paper came almost entirely from Austria and Italy. In 1891 the total value of this class of goods amounted to 36,175*l.*, against 31,070*l.* in the previous year. Austrian manufactures amounted in 1891 to 18,032*l.*, Italian to 13,441*l.*, French to 1,374*l.*, German to 1,301*l.*, Belgian to 955*l.*, and British to 845*l.* As I mentioned in my report for 1890 English wrapping paper cannot compete with Austrian on account of the difference in freight.

Timber and Coals.

Timber

There was a large increase in timber, the total value amounting to 437,216*l.*, against 358,167*l.* in 1890. The largest

proportion of timber came from Austria, Turkey, and Sweden respectively, the latter country sending 7,470 standards in 1891 against 4,589 standards in the previous year. The great bulk of the timber imported went to the interior, a sign of the increasing prosperity of the native population.

Wooden utensils and other wood work.

British goods show an increase on last year, and England now holds the first place in this import.

Coal.

There was a falling-off in this article, which was partly due to the fact that owing to improvements in irrigation there is less need for pumping engines than formerly.

Stone, Building Materials, Earthenware, and Glass.

Lime, cement, and plaster.

There was a falling-off in lime, plaster, and cement, owing to the fact that little building is going on now in Alexandria. Nearly two-thirds of the cement and almost the whole of the lime imported this year came from France. England supplied only about one-third of the total value of cement against one-half last year. French cement is cheaper than English.

China and porcelain.

There was a large increase in this import, the value of which amounted to 54,163*l.*, against 40,059*l.* in the previous year. England once held the first place in this trade, but since 1886 she has been passed by France, Austria, and notably Belgium, the latter country now holding the chief proportion of the import, which was thus distributed in 1891 and 1890 :—

Country.	Value.	
	1891.	1890.
	£	£
Belgium	18,619	9,448
France	14,628	14,121
Austria	8,835	7,108
Great Britain	7,327	6,383
Other countries	4,754	2,999
Total	54,163	40,059

Colours and Dyes.

Indigo.

There was a large decrease in indigo owing to the failure of the crop in Bengal.

The cotton blouses worn by the natives, which are imported from England, used to be dyed in this country with indigo, but of late the quantity imported ready dyed with aniline dyes is increasing.

Chemicals, Perfumery, &c.

There was a very slight falling-off in matches, the total value of this import being 18,061*l.*, against 18,582*l.* in 1890.

Matches.

Austria and Italy hold almost the entire trade in this article, which is distributed as follows: Austria 11,924*l.*, Italy 5,643*l.*, Great Britain 186*l.*, other countries 308*l.* A vigorous attempt was lately made, with considerable success, to introduce the Swedish safety match. A commercial traveller visited Egypt and obtained many orders for Swedish matches. No similar attempt has been made to work up the trade in English matches, the sale of which might be greatly extended if English firms would appoint sole agents here with a commission on orders obtained through them.

Sale of English matches might be extended.

Common sulphur matches, which are used chiefly by the natives, are manufactured here.

Soap.

There was an increase in common soap, the total import being 9,542,652 lbs., valued at 94,571*l.*, against 8,788,342 lbs., valued at 84,181*l.*, in 1890. Nearly the whole of this amount comes from Crete.

The value of the common soap imported from England in 1891 amounted to 1,479*l.* only. Common soap is now manufactured in Alexandria. Only a small quantity of scented soap is imported, which is chiefly French.

Textile Industries.

Cotton manufactures.

There was an increase of 262,749*l.* in cotton goods, British manufactures showing an increase of 233,156*l.* on the previous year's total.

Slight decrease in proportion of British manufactures.

The proportion of British goods to those of other countries was not quite so great as in the previous year In 1891 they formed 95·1 per cent. of the total imports, against 96·3 in 1890. There was an increase in proportion of French and Austrian goods.

Lamp wicks and cotton ribbons. Cotton, lace curtains, &c.

These are mostly Austrian, but the value of this import is very insignificant.

There was a slight falling-off in these articles, the total value imported in 1891 amounting to 20,267*l.*, against 21,418*l.* in 1890.

England holds the first place in this class of goods, but she contributed a smaller proportion of the total value in 1891 than in the previous year, while France, Austria, and Germany gained ground.

Woollen yarn.

The total value of woollen yarn imported amounted to 9,623*l.*, against 4,189 in the previous year. England and Austria supply nearly the whole of this import. The value of English yarn amounted in 1891 to 4,334*l.*, and that of Austria to 4,063*l.*

Pure woollen fabrics.

Woollen fabrics show a large increase, the total value amounting in 1891 to 205,346*l.*, against 126,408*l.* in 1890.

Austria and Germany showed a much larger proportional increase than England and France. Austria takes the first place

with 90,543*l.*, France comes next with 43,084*l.*, then England with 39,782*l.*, and Germany with 27,804*l.*

There was an increase of more than 62,000*l.* in this import, most of which came from China. Raw silk and silk thread.

There was, therefore, a large stock last year, which was further increased by large imports at the beginning of the present year, on account of the fall in prices in China. Prices are now low.

There was a large increase in these goods. The total value imported in 1891 was 114,208*l.*, against 74,666*l.* in 1890. France has the largest share of the trade in these articles. England's share is insignificant, and she lost further ground in 1891. Silk fabrics, ribbons, and lace.

This article shows an increase, the total value imported in 1891 being 26,669*l.*, against 24,567*l.* in the previous year. England still holds the second place in this article. The first place was formerly held by France, but that country has now been outstripped by Austria, England, and Italy. The import was distributed as follows :— Ropes and cables.

Country.	Value.	
	1891.	1890.
	£	£
Austria	6,048	3,927
Great Britain	5,049	4,093
Italy	5,020	4,135
France	4,830	5,279
Other countries	5,722	6,333
Total	26,669	24,567

There was a large increase in this article. The total value imported in 1891 amounted to 155,512*l.*, against 134,969*l.* in 1890. England maintains her lead in this import with a total value of 59,852*l.*, or 38·4 per cent. of the total import, against 41,701*l.* or 30·9 per cent. in 1890. Ready-made linen under-clothing.

Miscellaneous Articles.

The total value of this article amounted in 1891 to 152,403*l.*, against 111,779*l.* in the previous year. England has gained ground of late in this class of goods, the value of her import in 1891 being 19,486*l.*, against 12,158*l.* in 1890. The following figures will show the improvement in the proportion of English goods to those of other countries :— Haberdashery, &c. England gaining ground.

PERCENTAGE of Total Import.

Country.	1891.	1890.	1889.
	Per Cent.	Per Cent.	Per Cent.
France	41·2	46·1	42·5
Austria	22·6	23·4	22·8
Great Britain	12·8	10·9	10·8
Turkey	10·3	8·3	11·7
Other countries	12·6	11·3	12·2

Parcels Post.

Parcels post.

There was a further development of the parcels post in 1891. The number of parcels received amounted to 50,195, valued at 89,024*l.*, against 41,600, realised at 71,025*l.* in 1890. The number sent amounted to 31,417, valued at 7,115*l.*, against 28,164, valued at 15,020*l.* in 1890.

Export Trade.

Increase in exports.

The total value of the exports from Egypt in 1891 amounted to 14,225,604*l.*, against 12,172,989*l.*, an increase of 2,052,615*l.* This remarkable increase was chiefly in raw cotton and cereals and in colonial produce (chiefly sugar). The only classes of goods which showed any appreciable falling-off were hides and leather goods, miscellaneous animal products, rags, chemicals, and perfumery.

This result due to favourable weather and abundance of water.

Favourable weather and an abundance of water were the chief causes of this splendid result. No real damage was caused by the locusts, which appeared early in the year but were exterminated before any serious harm was done.

Exports to Great Britain.

There was an increase of 1,314,913*l.* in the exports to Great Britain, which formed almost the same proportion of the total trade as in the previous year.

Falling-off in exports to Austria, Italy, and Greece.

The only countries which show a falling-off are Austria, Italy, and Greece. The two first named countries took less cotton, and Greece imported a smaller quantity of hides.

I am indebted to the statistics published by the Alexandria General Produce Association and to the kindness of the Vice-President, Mr. A. Ralli, for the following remarks on cotton and cereals.

Cotton and Cotton Seed.

Cotton.

Up to June 25 of the present year the total amount of cotton of the 1891–92 crop which had arrived in Alexandria was 4,750,166 cantars,* and it will probably amount at the close of the season to a total of 4,800,000 cantars. The 1891–92 crop was, therefore, much more abundant than that of 1890–91 which

* A cantar = 98 lbs.

reached a total of 4,159,405 cantars, till then the largest crop on record.

In the early spring and in September there were occasional short periods of cold weather which were, however, succeeded by great heat before any appreciable harm was done.

The steady extension and improvement of the irrigation works is one of the chief causes of the rapid increase of the cotton crop during the last few years. The metafifi plant also continues to yield a superior proportion of lint to any other variety. Causes of recent rapid increase of the cotton crop.

In 1891 a larger area of land was put under cotton than in 1890, and of this about 80 per cent. was planted with metafifi. Larger area of land planted with cotton in 1891.

On account of the enormous American crop prices were lower than they have been for many years past. The fellahin did not, however, feel this to the same extent as the exporter. In Upper Egypt the cultivators had sold their crops before the great fall in prices, and in Lower Egypt the superior quantity to some extent compensated them for the low prices. On this account they have this year sown more cotton than last year. Prices abnormally low. Effect of low prices.

As regards export firms doing legitimate business with houses in Europe the season was better than usual, as they were able almost at any period to buy and sell simultaneously at a profit.

The principal losers were the speculators, who bought for the rise, and the middlemen in the interior who bought the cotton from the cultivators, and after ginning it (during which time prices fell) sent it to Alexandria. Principal losers.

The export was distributed as follows up to June 25 of this year:— Export of cotton.

Country.	Quantity.	
	1891.	1890.
	Cantars.	Cantars.
Great Britain	2,665,248	2,266,437
Continent..	1,696,606	1,654,424

On June 25 there was in Alexandria a stock of 553,312 cantars, against 236,111 cantars last year, of which the greater part has been sold for delivery during the summer. From this stock must, however, be deducted about 35,000 cantars which were destroyed in a fire which took place in Alexandria in May of this year. Stock. Fire.

A short time ago there was a recovery in prices as an impression prevailed that less cotton would be planted in America than was the case last year. The buying has, however, been chiefly speculative, as spinners bought largely when the prices were low, and for the most part hold stocks sufficient for some months to come. There was a moderate increase in the direct shipments to America, of which mention was made in last year's report. Some small shipments were also made to Bombay. Recovery in prices. Increase in direct shipments to America. Small shipments to Bombay.

It is stated that a considerably larger area has been planted

Prospects of 1892–93 crop.

with cotton this year. The weather was somewhat cold at the beginning and more re-sowing was necessary than in 1891. The weather is now favourable, and provided that the supply of water does not fail, the plants will soon show their normal development, and it is expected that the crop will be even larger than was the case last year. Worms made their appearance in June, but in most cases were destroyed by the ensuing heat.

Cotton seed. Large increase.

The cotton crop being so large it was natural that the arrivals of cotton seed should also be abnormally great. Up to June 25 of this year about 376,727 tons of cotton seed had arrived in Alexandria, against about 329,945 tons at the same date last year.

Export of cotton seed.

Of this quality about 299,650 tons have been shipped to England, against about 289,676 tons last year, and about 30,298 tons to the Continent, against about 21,931 tons last year.

Stock.

The stock in Alexandria amounted on June 25 to about 16,581 tons.

Two local crushing mills.

The two local crushing mills have consumed a certain quantity which will probably amount to about 8,880 tons for the whole season.

Increase in shipments to continent. Shipments to Dunkirk.

There was an increase in the shipments to the continent. Formerly Marseilles alone took Egyptian cotton seed, but this year, up to May 1, about 7,110 tons had been shipped to Dunkirk, and further large shipments have since been made.

Prices.

Prices have been steadier than during the last season and have never reached so low a point. In last October 7*l.* 10*s.* was touched, but with this exception prices have ruled between 5*l.* 12*s.* 6*d.* per ton and 6*l.* 6*s.* 3*d.* per ton.

Cereals.

Cereal crops. Prices fluctuated considerably.

The crops of cereals were again very large in 1891, and were in every case superior to those of 1890. Owing to anticipations of a famine in Russia and short crops in other parts of Europe, prices fluctuated considerably during the summer and reached a very high point, to the great benefit of the cultivators.

Prices for new crops.

Prices for the new crops, which, so far, are shorter than those of last year, are ruling low, especially for wheat, but an active export trade has been done.

The cereal crops begin to arrive in Alexandria after March 31.

Wheat.

The total arrivals up to March 31 of this year, after which the new crops began to arrive, amounted to 722,085 quarters, against 433,444 quarters in the previous year. Of this quantity 263,955 quarters were exported to England against 167,292 quarters in the previous year, and 161,540 quarters to the continent, against 53,853 quarters in 1890.

Export of wheat.

Local consumption and stock.

The local consumption amounted to 251,029 quarters, and the stock on March 31 of this year amounted to 54,740 quarters. As prices, however, declined before the arrival of the new crop most of this stock was exported.

This year's crop is shorter than that of 1891. This year's crop smaller.

The total arrivals in Alexandria up to March 31 of this year, when the season closed, amounted to 783,355 quarters against 722,081 quarters in the previous year. Of this quantity 510,034 quarters were exported to England, against 550,872 quarters in the previous year, and 261,969 quarters to the continent, against 136,096 quarters in 1890. More than the usual proportion was taken by France. Beans. Export of beans. More than usual proportion taken by France.

This was partly due to the shortness of the French wheat crop, and also to the fact that, in view of the import duty on beans in France being raised by 3 fr. on every 100 kilos. from February 1 last, merchants imported larger quantities in anticipation.

A most important improvement has been effected through the exertions of the Alexandria General Produce Association, which has obtained the co-operation of the corn trade associations of London and Hull in reducing the admixture of dirt allowed in wheat and beans from 7½ per cent. to 5 per cent. The same reform has been adopted in France. Reduction of proportion of dirt allowed.

This crop was also greatly in excess of the previous one. Up to March 31 of this year the arrivals of the 1891 crop amounted to 70,798 quarters against 27,494 quarters of the 1890 crop. Of this quantity 70,538 quarters were exported, against 23,586 quarters in 1890. Lentils.

The local consumption amounted to 2,639 quarters against 2,887 quarters in the previous year. Local consumption.

The barley crop was more abundant than that of 1890. Barley.

The total arrivals up to March 31 of the present year amounted to 182,264 quarters, against 107,992 quarters in the previous year. Of this amount 155,983 quarters were exported, against 84,810 quarters in 1890. Export of barley.

The local consumption amounted to 22,664 quarters, against 16,802 quarters in the previous year. Local consumption.

This crop begins to arrive in December, and consequently the total amount of the crop is not yet known. Maize.

The total amount of the previous crop, which ended November 30, 1891, was 463,380 quarters, of which about 456,920 quarters were exported, and about 6,460 quarters were used for local consumption. This was an unusually large crop. Up to June 25 of the present year the arrivals of the 1891–2 crop amounted to 154,300 quarters, of which the greater part has been exported. At the same date last year the arrivals of the 1890–1 crop amounted to 335,600 quarters, so that the present crop is smaller than the last. Moreover, last year at this date maize was still arriving in large quantities, whereas at the present time the arrivals are insignificant.

A large proportion of the maize crop is always retained in the interior for local consumption.

Vegetables.

The 1891 crop was, as stated in last year's report, a large Onions.

one, but owing to the over-eagerness of exporters to place their onions in the English and continental markets at an early period many of the onions were gathered in an immature condition, and arrived at their destination in a damaged state.

This year's crop has also been a large one, and the shipments to England arrived in good condition and fetched very fair prices. The total number of packages shipped to the United Kingdom amounted to 527,355, and the shipments to the continent amounted to 120,221 packages. In addition to these, Syria took 235 packages and Massowah 95 packages. The total exports amounted to about 32,500 tons.

Tomatoes.

The trade in tomatoes is also becoming important. There was an increase of about 5,000*l.* in this export in 1891.

Colonial Produce.

Sugar.

There was an increase of 239,605*l.* in the export of sugar. The 1891 crop, as stated in last year's report, was a very large one. Nearly the whole out-turn of sugar is exported to the United Kingdom and the Continent, pure Egyptian sugar being too dear for local consumption.

Metals and Metal Goods.

There was again a large falling-off in the export of metals and metal goods. This was in part due to a falling-off in the export of old iron, but chiefly to the large decrease in the export of gold and silver ingots and jewellery. This export, which amounted in 1889 to 288,264*l.* was regarded, as stated in previous reports, at one time, by many as an alarming sign of the impoverished condition of the fellahin, but the value of the ingots and jewellery exported fell in 1890 to 177,102*l.* and in 1891 to 27,802*l.*

General Remarks.

Increased energy and adaptability of British manufacturers and merchants.

A few English commercial travellers visited Egypt during the past year, and British manufacturers and wholesale houses have shown more enterprise and a greater consideration for the requirements of their customers abroad. A larger number of enquiries have also been addressed to this Consulate-General and the local banks by British firms desirous of forming business relations with this country.

Better to appoint agents than to send commercial travellers.

It should, however, be pointed out that for working up a trade it is more advantageous to appoint a local agent, where it is possible to do so, than to send out an English commercial traveller who is unacquainted with the country and who is often ignorant of any foreign language.

Enquiries respecting local firms.

It should also be observed that letters are frequently received from British firms containing direct enquiries as to the respect-

ability of local merchants, and consular officers are exposed to some risk in replying conscientiously to these queries.

It would be advisable, therefore, that in all cases enquiries of this nature should be so framed as to enable consular officers to reply without incurring legal liability.

Tenders for public works. British firms do not sufficiently comply with specifications

Full opportunity is, I understand, given to European firms of tendering for Government contracts, notices being inserted in the proper English and Continental journals. But few of these contracts are, however, obtained by British firms, who do not sufficiently conform to the specifications.

One almost invariable condition of Egyptian Government contracts is that payment shall extend over three years. Although German and other foreign firms are ready to accept this condition, British firms frequently refuse to entertain it, although Egyptian credit now stands very high.

A short time ago an English firm in tendering for the supply of envelopes to a Government department, sent patterns totally different from those specified, although it was expressly stated that no other shape or size would be accepted. The result was that the contract was given to a German firm which sent the right patterns and expressed its readiness to make any alteration that might be required.

I should state here that in remarking in my last report that the import trade in certain articles is almost entirely in the hands of foreign manufacturers, who supply goods cheaper than the British manufacturers, I did not mean to imply, as a critic suggested, that British manufacturers are to blame. My duty is to draw attention to the fact, but it is for manufacturers and merchants to determine whether they can compete in such articles with any prospect of success.

Packing and forwarding.

Complaints are still made of the high charges in England for packing and forwarding.

Wholesale houses often send inferior goods to retail merchants here.

A very serious cause of complaint, to which I alluded in last year's report, is the tendency on the part of some wholesale houses in England to send inferior or unsuitable goods to the retail dealers here, who frequently suffer considerable loss from this cause.

A local tradesman said to me on one occasion, "We ask for a superior article and they send us their refuse stock."

It is obvious how great a mistake this is in the long run, since customers who go to shops where British goods are sold for articles of good and sound quality, will resort elsewhere when they are disappointed in getting what they looked for.

British manufacturers can most successfully compete in good articles at moderate prices.

As a general rule, I believe it may be laid down that it is in good articles at moderate prices that British manufacturers can most successfully compete in the Egyptian markets, which are flooded with the "cheap and nasty" class of goods from other countries.

Instance of inferior goods being

A short time ago I saw a number of straw hats in a shop here which were quite unsaleable, owing to their shape and to the patterns of the hat-bands. The owner of the shop told me that

supplied when superior articles were asked for.

in ordering these hats he had stated that his customers were of a superior class, chiefly English, and that he required a really good article. He was enabled to dispose of a few of these hats to a foreign merchant at a heavy loss, but the greater number remains on his hands.

Decimal system.

The decimal system of weights and measures has now been introduced into the Egyptian custom-house. This is a decided improvement, although it will at first cause some inconvenience and expense to exporters, as cotton and cereals are bought in the villages by the cantar and ardeb, and will have to be re-weighed. As far as I have been able to learn, the new system does not in any way inconvenience importers.

Annex A.—TABLE showing the Value of all Articles Exported from and Imported to Egypt to and from Foreign Countries during the Years 1891–90.

Country.	Imports.		Exports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	3,513,303	3,077,732	9,163,784	7,884,225
Turkey	1,487,321	1,897,551	398,779	342,533
France and Algeria ..	938,250	824,258	1,132,067	967,261
Austria	879,879	794,581	641,841	850,677
English possessions in far East	546,817	568,725	19,349	5,333
Russia	362,993	331,775	1,665,666	1,042,846
Italy	287,278	237,818	741,683	783,874
Belgium	262,599	115,594	80,489	47,493
English Mediterranean possessions	162,640	111,747	17,103	12,499
Germany	154,412	65,735	51,804	2,642
China and far East ..	89,810	34,140	1,204	219
Morocco..	37,810	24,872	12,677	2,311
Greece	30,914	212,363	23,287	25,386
United States	21,975	42,846	83,327	24,658
Egyptian Red Sea coasts	15,512	6,012	35,790	34,375
Other countries.. ..	328,843	248,615	156,754	146,707
Total	9,120,359	8,594,364	14,225,604	12,172,989

Annex B.—Return of the Principal Articles of Import into Egypt during the Years 1891–90.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton fabrics ...	Lbs. ...	35,262,502	1,775,477	29,178,639	1,512,728
	Yards ...	3,332,831		2,067,409	
Iron and steel	Tons ...	31,866	486,588	13,092	275,049
Coals	,, ...	469,528	485,724	487,644	503,782
Timber and wood for cabinet work	...	...	443,342	...	363,830
Hosiery and clothing ...	...	...	368,018	...	347,766
Miscellaneous textiles ...	...	...	352,539	...	260,076
Coffee	Lbs. ...	7,638,083	302,372	6,408,366	249,664
Metals and metal goods, &c.	...	...	235,461	...	120,827
Cotton yarn	Lbs. ...	5,618,634	217,311	4,261,138	174,006
Fresh and dried fruits ...	...	...	207,321	...	184,111
Woollen fabrics	Yards ...	2,182,372	205,346	1,221,176	126,458
Raw silk and silk thread	Lbs. ...	522,150	199,931	366,827	137,039
Live animals	...	...	186,093	...	93,367
Indigo	Lbs. ...	1,224,005	178,018	1,372,068	196,163
Animal food, butter, cheese, &c.	...	...	167,926	...	159,140
Sacks	Lbs. ...	17,710,070	167,739	10,350,662	108,259
Wines	...	...	155,353	...	139,143
Machinery	...	...	153,773	...	192,219
Haberdashery	...	...	152,403	...	111,779
Petroleum	Cases ...	700,396	147,845	615,616	134,286
Porcelain, earthenware, china, and glass ...	...	...	140,225	...	104,014
Oils and spirits	...	...	138,889	...	164,626
Leaf tobacco	Lbs. ...	10,585,522	138,194	10,946,830	767,378
Rice	...	...	134,333	...	172,163
Perfumery and chemicals	...	...	120,505	...	102,757
Carpets, &c.	...	...	115,387	...	96,550
Charcoal and firewood ...	...	...	114,823	...	156,296
Silk fabrics and ribbons	...	...	114,208	...	75,166
Miscellaneous cereals and vegetables ...	...	...	107,494	...	122,346
Cigarette and writing paper	...	...	98,507	...	88,675
Flour and meal	Lbs. ...	17,687,530	98,195	20,644,288	105,492
Common soap	,, ...	9,542,652	94,511	8,788,342	84,181
Olive oil	...	...	87,074	...	74,253
Boots and shoes	...	609,103	84,575	674,593	95,186
Miscellaneous animal products	...	...	70,024	...	65,913
Wood and cane furniture	...	...	68,413	...	61,300
Beer	Barrels ...	62,796	59,315	59,173	55,749
	Bottles, doz.	62,977		59,234	
Hides	...	...	58,747	...	44,730
Colours and dyes ...	...	...	57,124	...	49,853
Refined sugar	Lbs. ...	6,816,586	57,803	9,772,560	86,777
Spices	...	...	53,937	...	44,922
Marble, stone, &c. ...	...	...	46,595	...	54,294
Wheat	...	...	42,929	...	165,443
Hats, caps, &c.	...	...	40,616	...	34,264
Preserved vegetable foods	...	...	36,775	...	32,513
Leather goods	...	...	24,004	...	21,749
Printed paper, &c. ...	...	...	20,468	...	22,918
Alcohol	...	...	20,327	...	17,422
Cigars	Lbs. ...	128,059	12,613	130,957	12,808
Tumbeki	,, ...	530,345	12,351	568,876	15,131
Other articles	...	...	262,818	...	209,803
Total	...	...	9,120,359	...	8,594,364

Annex C.—Return of the Principal Articles of Export from Egypt during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton	Lbs.	417,796,932	9,213,543	326,165,854	8,479,032
,, seed	Tons	23,640	1,583,605	21,433	1,414,761
Beans	Qrs.	791,030	931,161	704,331	748,913
Sugar	Lbs.	101,837,076	587,001	58,631,626	347,396
Wheat	Qrs.	414,606	526,100	185,192	229,504
Maize	,,	488,631	445,004	27,212	24,043
Rice	,,	39,208	128,799	25,219	72,463
Barley			126,899		36,987
Onions	Tons	26,055	89,674	28,921	74,655
Lentils	Qrs.	78,303	82,107	17,756	20,118
Hides, raw			47,716		49,306
Metals and metal goods			45,950		213,685
Hides, tanned			40,291		48,370
Wool, raw	Lbs.	1,765,078	36,632	2,539,964	53,827
Animals, quails, &c.			30,357		26,871
Cotton fabrics			23,121		45,480
Vegetables			26,380		15,976
Rags			24,338		39,302
Miscellaneous textiles			23,759		27,011
Flour	Lbs.	5,935,370	23,017	1,412,870	5,425
Tomatoes			20,801		15,761
Wood and cane furniture			18,257		16,945
Molasses			17,726		15,082
Henna	Lbs.	2,696,176	16,352	2,704,702	15,581
Chemical products			11,843		13,586
Beeswax			10,146		12,515
Dates			4,109		17,030
Other articles			85,416		93,364
Total			14,225,604		12,172,989

RETURN of all Shipping at the Port of Alexandria in the Year 1891.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	647	858,437	...	...	647	858,437
French	130	276,227	...	...	130	276,227
Ottoman	148	133,979	784	97,039	932	231,018
Austro-Hungarian	104	153,299	2	1,269	106	154,568
Russian	72	107,970	...	...	72	107,970
Italian	88	83,184	12	6,068	100	89,252
Swedish and Norwegian	32	38,188	1	491	33	38,679
Greek	11	7,499	83	16,780	94	24,279
German	7	9,578	...	...	7	9,578
Spanish	6	7,347	...	...	6	7,347
Danish	5	4,939	...	...	5	4,939
Samiote	...	...	16	2,164	16	2,164
Belgian	1	1,375	...	...	1	1,375
Dutch	1	954	...	...	1	954
Montenegrin ...	...	...	4	563	4	563
Jerusalem flag ...	...	...	9	367	9	367
Total	1,252	1,682,976	911	124,741	2,163	1,807,717
,, for the year preceding ...	877	108,399	1,142	1,523,821	2,019	1,632,220

CLEARED.

Nationality.	Steam.		Sailing.		Total	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	633	839,840	...	...	633	839,840
French	128	262,460	...	...	128	262,460
Ottoman	146	130,154	801	98,797	947	228,951
Austro-Hungarian	101	148,263	5	3,250	106	151,513
Russian	70	102,850	...	...	70	102,850
Italian	84	80,693	13	7,091	97	87,784
Swedish and Norwegian	30	39,492	1	491	31	39,983
Greek	11	8,050	90	17,826	101	25,876
German	7	9,578	...	...	7	9,578
Spanish	6	7,347	...	...	6	7,347
Danish	5	4,939	...	...	5	4,939
Belgian	1	1,375	...	...	1	1,375
Samiote	...	...	13	1,366	13	1,366
Dutch	1	954	...	...	1	954
Montenegrin ...	...	...	4	581	4	581
Jerusalem flag ...	...	...	8	319	8	319
Total	1,223	1,635,995	935	129,721	2,158	1,765,716
,, for the year preceding ...	883	108,518	1,137	1,503,280	2,020	1,611,798

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 8 | 92—H & S 1391)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1206.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

EGYPT.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF SUAKIN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 988.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited. 104, Grafton Street, Dublin.

1893.

[C. 6855—93.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	1d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Taman	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.

No. 1206.

Reference to previous Report, Annual Series No. 988.

EGYPT.

SUAKIN.

Consul Barnham to the Earl of Rosebery.

My Lord, *Suakin, March* 15, 1893.

I HAVE the honour to forward herewith a Report on the Trade and Commerce of this Consular District for the year 1892.

I have, &c.

(Signed) HENRY D. BARNHAM.

Report on the Trade and Commerce of Suakin for the Year 1892.

ABSTRACT of Contents.

	PAGE
Increased value of trade	2
Import trade—	
Decrease, and cause	2
Timber	2
Musk	3
Coal	3
Operation of the Brussels Act	3
Export trade—	
Increase	3
Loss on gum	3
Senna	3
Mother-of-pearl	4
Ivory	4
Cotton	4
Cultivation at Tocar	4
Cotton mills	5
Shipping and navigation	5
Freights charged by Khedivial line	5
Competition by Bombay and Persian Gulf Steam Navigation Company	5
Austrian Lloyds	6
Harbour	6
Navigation	6
Pilots	6
Dues paid by shipping	6
Facilities for landing cargo	6

ABSTRACT of Contents—continued.

	Page
Customs	6
Shipment viâ Aden	6
Custom-house valuation	6
Money	6
Fluctuation of Maria Teresa dollar	6
Commercial Courts	7
Population	7
Immigration of Jewish traders	7
Cultivation	7
Fauna	8
Climate	8
Public health	8
Minerals	9
Royayyah salt pans	9
Annexes—	
A. Imports	10
B. Exports	14
C. Total of trade	16
D. Total increase	16
E. Shipping	16

Value of Trade.

The difference in the value of trade at Suakin during 1892, as compared with the preceding year, was as follows:—

Variation in value during 1891–92.

There was an increase in the total value amounting to 16,143*l.* On the one hand the imports fell in value 14,199*l.*, but the exports rose to 67,264*l.*, being an increase of 82 per cent.

Import Trade.

Decrease.

No special weight is to be attached to the decrease in the import trade. It affects most articles on the list, but none to any great extent, and is to be attributed to the existence of surplus stock remaining over from previous years. I shall, therefore, refer to very few of the items in detail.

Cause.

Arabic terms will be explained at the close of the report.

In the case of food stuffs the decrease in value is due to the fact that the Tocar district has become more self-supporting.

No restrictions were imposed on trade with the interior until after Osman Digna's return to the Eastern Soudan last autumn, when the grain trade was brought under more careful control, to prevent the accumulation of dhourra by the rebels.

Timber.

Turning to Annex A we find that there was a very brisk trade in timber, the value of the imports having increased nearly five times. Two-thirds of the amount was plain deal wood from Trieste, the remainder Singapore. The latter is a reddish close-grained wood resembling teak, used for windows and fancy furniture. I may mention that there are some excellent timbers found in the woods of Erkoweit, within 24 hours' ride of Suakin. They are used in the manufacture of tools and the ribs of dhows.

A small quantity of ebony is imported from the neighbourhood of Sanheit viâ Massowah.

The skins of the sondeli, or musk rat, are imported for the manufacture of a perfume used largely by the Soudanese. Musk.

There has been a decrease in the import of coal. The chief demand for coal in Suakin is for the working of the condensers on Quarantine Island, but the Government have it under consideration to effect an economy, by laying down pipes from the wells at Shaata (1 mile) for the supply of the town with that water in lieu of condensed water; and when that change comes into effect the importation of coal will be reduced to a minimum. Coal.

There are two coal depôts here, one belonging to the Khedivial Steam Navigation Company, the other to Messrs. Gellatley, Hankey, and Sewell, who hold the contract for the supply of Her Majesty's ships.

Under the Brussels Act, Suakin falls within the zone of coast land on which the importation and sale of liquors has been prohibited. This prohibition took effect from the 13th inst. The importation of liquors will in future be restricted to small quantities, imported under special permit, for the exclusive use of Europeans. Spirits, liquors, &c.

Under the head of sundries I include cotton seed, candles, civet, ropes, lime, iron, wire, and tamarinds.

Export Trade.

The expansion of the export trade is satisfactory, as showing the comparative freedom with which trade was conducted with Berber. Export trade.

There was great activity in the gum trade (see item in Annex A), but at the close of the season the merchants were considerably out of pocket. Gum.

Early in the year there was a great demand for this commodity in Europe, and the merchants embarked in the trade with such eagerness that the markets were soon flooded; prices came down suddenly, and to an extraordinarily low figure.

I hear of one firm which sold gum in London at 17*l.* 6*s.* the ton, and afterwards parted with some of finer quality at 6*l.* the ton. While the home markets were thus running down, the buying price at Suakin did not fall in proportion, and the result was heavy loss.

The best qualities of picked Kordofan gum are sent from here to England. One of our dealers makes it up in cases of 14 different qualities, determined by the size of the pieces, their relative hardness and colour. In the retail trade it is bought up by chemists, confectioners, and varnishers. Qualities of gum.

There has been an improvement in the senna trade. The bulk of last year's crop was exported to Egypt unpicked. That which went to England was first cleaned and sorted here, and fetched high prices. It is made up in three qualities (1) best picked Senna.

Qualities of senna.

leaves, (2) broken leaves, (3) pods. The senna pods are exported chiefly to Trieste, and are used for imparting a gloss to silk fabrics.

The senna plant grows wild and freely all over the Eastern Soudan. The best quality comes from the north (near Rowayyah) and inferior kinds from Sinkat and Erkoweit.

Mother-of-pearl.

The export of mother-of-pearl shows a large increase. I am, however, afraid that there will be little or no export from Suakin during the present year, for the following reason.

Dhows which are employed in the mother-of-pearl fishery belong, for the most part, to Zobeid Arabs from Djeddah and its neighbourhood. Their crews are largely made up of freed black slaves, and as an order came out during the winter for the compulsory conscription of Soudanese for the Egyptian army the dhows have left our coast, lest any of their crews should be taken.

There have been some 45 dhows engaged in the fishery near Mersa Halaib (lat. 23° N.), and in the ordinary course they would bring their shells to Suakin in preference to Djeddah.

Here they receive a higher price, cash payment, and the price is fixed according to the weight, so much per 1 frasila (25 lbs.), including rubbish caught up with the shells. I understand, however, that at Djeddah it is the custom to dispose of the shells by auction, so much a heap, without weighing, and that payment is made partly in cash, partly in merchandise.

There are certain small duties paid by the dhows at Suakin.

Pearls.

Pearls are rarely found at Mersa Halaib.

Ivory.

The value of ivory export is given at 2,715*l.*

Ten per cent. duty on ivory.

The ivory trade was formerly a Government monopoly, but, in lieu of the monopoly, a 10 per cent. duty is now paid on its arrival at the coast.

Cotton.

For the first time for many years cotton appears in the list of exports. The greater portion of it was exported to Egypt and India uncleaned, that sent to other countries being cleaned by

Quality of.

hand in Suakin. The quality was inferior to that grown in Lower Egypt, but there is no reason why, if proper attention were given to the cultivation, the quality should not be quite as good. Tocar soil is virgin, and the same ground is not made to bear

Cultivation at Tocar.

three distinct crops, as is the case in Egypt. On the other hand the cultivators at Tocar are untaught and careless. The soil is not ploughed, and weeds are not removed. Cotton is raised from the

Cotton seed.

same seed as in Egypt, viz., two kinds (1) ashmonni, which is proper to Egypt, giving cotton of a yellowish tinge, fine gloss, and long staple, and (2) American, which is inferior. The cotton exported to India is intended to be mixed with Indian cotton, which has a shorter staple.

Baraka flood.

Tocar cultivation is dependent upon the ever-changing course of the Baraka flood, and this year the extent of ground, which could be brought under cultivation, is only about 50,000 feddans (acres). The water comes down with terrific force at the end of July or beginning of August, and last year it destroyed the dyke which the Government had constructed near Temrin, at the head

Extent of cotton cultivation this year.

of the delta. Only 710 acres of cotton have been cultivated this

year, and of that the larger part is a crop grown, after heavy rain, from plants, of which the first crop had been destroyed by locusts. I do not anticipate a speedy revival of the cotton trade, but it will come in time. Past history shows that it can be made to pay, and I have no doubt the Government will give the matter its attention as soon as circumstances permit.

Cotton mills.

There are two disused steam cotton mills at Suakin. One of these is dismantled and useless, the other is quite new and for sale, but I doubt if it will ever be brought into use.

The amount of cotton produced at Tocar now is certainly insufficient to keep it working, and the expense of transporting the cotton by camel from Tocar to Suakin would be greater than its transport to the port of Ras Mugdum, where the Khedivial steamers could ship it to Egypt direct, to be cleaned there. Should cotton be cultivated extensively, later on, I should say that a steam cotton mill will probably be erected at Tocar itself, and with certainty of success.

The seed of that which was cleaned by hand here is wasted, whereas, with proper machinery, it might be crushed, the oil extracted for the manufacture of soap, and the refuse converted into cakes as food for cattle.

Silver.

The export of silver, which was very remarkable a few years ago, has almost ceased.

Sundries.

Under sundries I include animal bones, sponges, hippopotamus' hide whips, gold dust, tortoiseshell, shields, goats' hair, mats, and others.

Duty paid on goods going to and coming from interior.

I should perhaps mention that all goods coming from or going to the interior pay a trifling duty to the Government at the town-gate. It is nominally paid on the transport camel, but is practically paid by the merchant who makes a venture.

Shipping and navigation.

In 1891 only nine British vessels called at Suakin. In 1892 the number was 19. I have had occasion in earlier reports to show that the freights charged by the Khedivial steamers (which call fortnightly) were exceptionally high.

Freights by Khedivial steamers.

Their charges are as follows :—

Port.	Article.	Quantity.	Price.
		Ton.	£ s. d.
From Suakin to Suez ..	Mother-of-pearl ..	1	1 2 6
	Gum..	1	1 2 6
	Senna	1	1 6 0
From Suakin to Trieste ..	Mother-of-pearl ..	1	3 4 0
	Gum..	1	3 4 0
	Senna	1	3 5 6
From Suakin to London ..	Mother-of-pearl ..	1	3 17 0
	Gum..	1	3 17 0
	Senna	1	4 10 0

Competition by Bombay and Persian Gulf Steam Navigation Company.

The Bombay and Persian Steam Navigation Company began last year to compete with the Khedivial Company for the home

trade and commenced to ship through to London at 2*l.* 10*s.* per ton, and, having established a connection, raised the freight to 3*l.* per ton, their present charge. This explains the large increase in the number of British vessels which called here for cargo during the past year.

I append a shipping return (Annex E).

Austrian Lloyds.

In last year's report I mentioned the withdrawal by the Austrian Lloyd Steam Navigation Company of their two monthly service of steamers. It appears, however, that they are unwilling to give up the connection entirely, as a steamer called here with general cargo shortly after the new year. Besides the vessels noted in Annex E we have received visits from three British gunboats, one Italian, one Russian troopship, one American steam yacht, and two telegraph ships.

Men of war, yachts, &c.

Suakin harbour.

We have a land-locked and commodious harbour, capable of providing accommodation for more than 30 steamers of 2,000 tons register. The passage between the reefs becomes very narrow at the entrance of the harbour and is defined by stone beacons, but there are no lighthouses outside and no vessel could safely leave the harbour at night. It has, however, been done by men-of-war using the electric light.

Lighthouses.

Difficulty of navigation.

Pilots.

The navigation between the reefs, both by the north and south passage, requires such care that no vessels should leave within 3 hours before sunset. Vessels entering Suakin should carry pilots.

Quarantine dues.

Only quarantine dues are payable by vessels calling at Suakin.

Accommodation for landing cargo.

There are no quays, wharves, or piers, and cargo is discharged from lighters.

Customs.

Customs duties are 1 per cent. export duty and 8 per cent. import duty, ad valorem.

Shipment viâ Aden.

Consignments of merchandise to and from Suakin are generally shipped viâ Aden, as few companies allow their ships to do business at Suez.

Custom-house valuation an under-estimate.

The returns in this report are based solely upon custom-house valuation. The actual cost to the importer is probably 15 per cent. more than that given in the returns, including, as it does, cost of freight, insurance, dock, and other charges.

Money.

The gold coins in use at Suakin are: (1) the English sovereign; (2) the napoleon (scarce). Egyptian gold is rarely seen.

The silver coins are: (1) the Egyptian dollar of 20 pias. with its sub-divisions; (2) the Maria Teresa dollar.

Maria Teresa dollar.

Fluctuation.

This Maria Teresa dollar is the currency which is alone recognised in making bargains for the purchase or sale of goods in the interior. It has been subject to constant fluctuations in proportion as trade was brisk, or as the Banians, who practically control its value, required to ship gold to India, and were, therefore, willing to part with the dollar at a lower figure.

When there was this rush in the gum trade of which I have treated above, the Maria Teresa dollar stood at 15 pias. (nearly 3*s.* 1*d.*). It fell to 14½ pias. in May remaining at that figure until

the latter part of the year. It has since fallen as low as 13 pias., but is at this moment worth 13 pias.

Travellers in the interior should be supplied with Maria Teresa dollars and small Egyptian piastres. The natives refuse to accept the Egyptian dollar, half-dollar, and quarter-dollar.

Bargains not made in writing.

It is not the custom to make bargains in writing, so that in the event of dispute there is the greatest difficulty in judging of right or wrong.

No commercial tribunal.

There is no tribunal for the settlement of claims between subjects of different Powers.

Population.

The population of Suakin is constantly changing, but I estimate it to-day at about 11,000, computed as follows:—

Description.	Number.
Suakinese and resident Arabs	5,000
Garrison	2,960
Greeks	150
Syrians and Copts	40
Banians	30
Jews	20
Outside Arabs	2,800
Total	11,000

It would be idle to attempt to estimate the population beyond the limits of Suakin itself.

Immigration of Jewish traders.

A very small but increasing number of Jewish traders has come to Suakin recently and much of the trade of the place is passing into their hands. Some have engaged in business on their own account, but most of them act as agents for houses at Cairo or Aden.

Europeans will find it difficult to compete with them, for, like the Banians, they live penuriously and win the trade of the Arabs by the sale of cheap and showy but inferior goods.

Cultivation: Melons.

With the exception of the melon plant there is scarcely any cultivation at Suakin. Such as there is is found near the wells of Shaata, where there are a few flower and vegetable gardens.

Date palms.

The date palm grows well. There is a small grove of palms outside the town, but no attempt has yet been made to increase the cultivation.

Wild figs.

The wild fig grows at Suakin, Sinkat, and Erkoweit.

Wild vegetation.

Of trees we have varieties of the acacia, the candelabra euphorbia, dragon-blood, varieties of palm, the lebbeck, and many more.

Of wild shrubs, many which are known in the commercial world such as senna, colocynth, henna, and the castor-oil plant.

Tocar crops.

At Tocar the only crops are dhourra, millet and cotton. I think, however, that sugar cane, indigo, and Indian corn might be grown with success.

Primitive system of agriculture.

The system of agriculture is most primitive. The Arabs never dig or plough the soil. A simple stick suffices to drill a hole for

receiving the seed. When the crop is ripe they cut down the stalks, and leave them to dry in the sun for a few days. They then beat out the grain with sticks, after which the women collect it in trays, and sift it by hand. The Arabs have a species of iron hoe for removing weeds, but they do not make much use of it.

Land measurement.

Primitive, too, is their idea of measuring land. A lokka is the distance which a man can throw his kola (stick), and is the measure of ground he owns. They have no general knowledge of the Egyptian measure of feddan (acre).

Fauna.

The following is a very incomplete list of wild animals found in the eastern Soudan.

I may mention that there is a small export in fancy skins.

Ibex, gazelle (two species), wild ass (found on Jebel Heiné in the Tocar district), wart hog (to the south of Agig), ariel, koodoo, hyæna (of three kinds, striped, spotted, and brown), dig-dig or motragus saltianus (one of the smallest known antelopes), jackal, wolf, fox, lynx, rock squirrel, three species of wild cat, striped deeb (a species of wolf), and the Jerboa rat.

Of birds we have the greater and lesser bustard, black and white egrets, the black ibis, crane (has been in this neighbourhood for the last month), pelican, flamingo, heron, the darter, diver, and many more.

The feathers of the white egret are valued at between 6*l.* and 7*l.* the oz.

An ostrich (female) was last year shot near Suakim, it being the first time one had been seen in this district within living memory.

Of reptiles we have the cerastes or horned viper (of which a specimen from Suakin was last year placed in the Zoological Gardens); varieties of the common viper, scorpions, &c.

Climate.
Temperature.

Rain fell last year in July, which is unusually early. The hot season broke with violent storms early in November.

The maximum shade temperature for the year was 114° Fahr., the minimum 66° Fahr.

Health.

The public health was, on the whole, good.

Diseases.

The only infectious disease was an epidemic of influenza among the troops during July. There was a great deal of venereal disease throughout the year, which increased in November, when Osman Digna's return to the district caused the Arabs to flock into Suakin.

There were sporadic cases of dysentery, caused by chill, and cases of heat apoplexy.

The proportion of illness among the troops was 3 per cent. of the whole. The percentage of cases among the civil population would be difficult to determine.

Cost of living.

The cost of living (*i.e.*, of necessaries) is dearer at Suakin than in Egypt, though cheap enough, as compared with prices at home.

Prices.

Prices—bread, 2½ pias. tariff, and 3½ pias. per oke; mutton, 5 pias. per oke; beef, 6 pias.

There are no special industries.

I have before me a specimen of antimony which was found in the mountains of Erkoweit. It is also found on the Erba Mountains, to the north. In that neighbourhood, black and green marble are found; also alabaster and porphyry. Much curiosity is felt as to this question of minerals, and as soon as the state of the country admits, an exploring party will investigate the matter. Minerals.

A company from Egypt holds a concession for working the salt pans at Royayyah (lat. 21° N.). 5,800 tons of salt were extracted last year, and the greater part went to Bombay in British bottoms. Royayyah salines.

Annex A.—RETURN showing the Quantity and Value of Goods Imported into Suakin during the Year 1892, and the Countries from which they were Exported, also the Total Value of Imports.

Articles.		Austria.		Egypt.		England.		France.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£E.		£E.		£E.		£E.
Barley	Bushels	..	..	15,232	1,491	..	..	..	..
Beans and lentils	,,	..	..	9,324	1,628	..	..	..	..
Beer	Cases	688	222	..	..	1,823	480	..	..
Camels and mules	Heads	..	..	207	638	..	..	..	..
Carpets	Pieces	..	..	..	..	..	..	..	..
Cement	Barrels	..	..	..	..	291	271	..	..
Clothing	Piece	..	..	113	470	..	..	..	..
Cloves	Lbs.	..	..	..	..	..	..	..	..
Coal	Tons	..	..	..	..	1,697	1,295	..	..
Coffee	Lbs.	585	38	960	74	..	..	..	..
Coral	,,	..	..	..	..	..	..	..	..
Dates	,,	..	..	..	..	..	..	..	..
Difr*	,,	..	..	597	28	..	..	..	..
Dourra	Bushels	..	..	52,584	899	..	..	..	..
Fat	Lbs.	..	..	..	..	7,284	43	..	..
Fancy goods, cutlery, &c.	Various	..	155	..	333	..	..	..	92
Flour	Lbs.	17,795	105	380,103	1,554	..	..	..	..
Ghee	,,	..	..	26,346	834	..	..	..	..
Liquors	Cases	..	..	7,726	397	6,337	1,710	1,147	314
Lubiya (beans)	Lbs.	..	..	..	..	..	..	..	..
Makhlab*	,,	..	..	20,240	316	..	..	6,153	128
Nakhala (bran)	,,	..	..	153,500	297	..	..	..	..
Oils	Kilos.	..	..	9,280	269	4,650	116	..	..

* Difr is the claw of a shell-fish; makhlab, an aromatic grain. These two are ground, mixed with sandal wood and fat and made into a pomade used by the Soudanese.

RETURN showing the Quantity and Value of Goods Imported into Suakin during the Year 1892, and the Countries from which they were Exported, also the Total Value of Imports—continued.

Articles.		Austria.		Egypt.		England.		France.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£E.		£E.		£E.		£E.
Onions	Lbs.	..	..	320,929	712	..	..	..	..
Oxen	Head	..	..	64	118	..	..	..	..
Pepper	Lbs.	..	..	..	..	..	..	..	..
Petroleum	Cases	..	..	..	..	..	..	..	..
Potatoes	Lbs.	90,425	281	133,718	481	..	..	..	..
Preserved provisions	Various	..	38	..	3,487	..	636	..	21
Printed cotton stuffs	Bales	..	..	99,949	10,376	174,901	16,712	..	..
Rice	Lbs.	17,309	133	104,530	895	..	..	..	..
Sandal wood	„	..	..	9,020	141	..	..	..	..
Scents	„	..	..	362	51	..	..	..	..
Sesame	Bushels	..	..	..	..	..	..	..	..
Sheep and goats	Heads	..	..	4,675	1,537	..	..	..	..
Skins of musk rat (sondeli)	Lbs.	..	..	..	..	..	..	..	..
Soap	„	..	..	102,960	1,513	15,252	208	..	..
Spices	„	..	..	..	..	..	..	..	..
Spirits of wine	Pints	39,520	410	..	..	..	..	..	..
Straw	Bags	..	..	4,713	1,080	..	..	..	..
Sugar	Lbs.	180,573	1,501	171,200	1,472	..	..	..	..
Tea	„	..	..	..	..	..	..	..	..
Timber	..	39,349	1,917	3,202	133	..	..	..	..
Tobacco	..	..	..	..	..	..	..	..	..
Vegetables	Lbs.	..	..	11,350	198	..	..	..	..
Sundries	..	..	..	..	..	..	..	..	..

RETURN showing the Quantity and Value of Goods Imported into Suakin during the Year 1892, and the Countries from which they were Exported, also the Total Value of Imports—continued.

Articles.		India.		Massowah.		Turkey.		Other Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Currency.	Sterling.
			£E.		£E.		£E.		£E.	£E.	£
Barley	Bushels	1,926	185	..	..	..	..	..	..	1,676	1,719
Beans and lentils	„	482	84	..	..	..	..	..	..	1,712	1,755
Beer	Cases	..	..	..	..	..	..	432	129	831	852
Camels and mules	Heads	..	..	..	..	26	78	..	..	716	733
Carpets	Pieces	..	..	..	..	..	..	967	217	217	222
Cement	Barrels	..	..	..	..	..	..	..	..	271	278
Clothing	Pieces	..	..	..	..	..	..	116	25	495	507
Cloves	Lbs.	36,398	1,039	..	..	146	7	..	..	1,045	1,071
Coal	Tons	..	..	..	..	..	..	..	..	1,295	1,327
Coffee	Lbs.	13,002	417	1,621	125	2,320	236	270	22	912	934
Coral	„	..	..	125	238	..	..	..	..	238	244
Dates	„	20,600	97	..	..	437,965	4,640	10,905	217	4,954	5,077
Difr	„	4,300	107	19,738	390	179	12	..	..	537	550
Dourra	Bushels	131,398	21,302	..	..	11,300	1,594	..	..	23,795	24,390
Fat	Lbs.	83,820	747	7,348	34	21,175	150	..	..	975	999
Fancy goods, cutlery, &c.	Various	..	58	..	..	..	116	..	..	754	773
Flour	Lbs.	748,201	3,487	10,256	57	5,058	24	22,971	109	5,336	5,468
Ghee	„	7,470	189	..	..	34,091	987	..	..	2,010	2,060
Liquors	Cases	..	..	5,629	164	..	..	30	25	2,610	2,675
Lubiya (beans)	Lbs.	..	..	..	..	170,524	406	..	..	406	416
Makhlab	„	..	..	..	..	29,645	441	..	..	885	907
Nakhala (bran)	„	..	..	..	..	..	..	..	..	297	304
Oils	Kilos.	58,243	1,716	120	8	26,130	826	..	..	2,935	3,009

RETURN showing the Quantity and Value of Goods Imported into Suakin during the Year 1892, and the Countries from which they were Exported, also the Total Value of Imports – continued.

Articles.		India.		Massowah.		Turkey.		Other Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Currency.	Sterling.
			£E.		£E.		£E.		£E.	£E.	£
Onions	Lbs.	..	..	..	..	..	..	..	..	712	730
Oxen	Heads	..	..	183	557	632	1,464	..	..	2,139	2,192
Pepper	Lbs.	10,465	199	..	..	..	..	..	..	199	204
Petroleum	Cases	..	..	..	..	530	161	50	13	174	178
Potatoes	Lbs.	..	..	7,095	23	..	..	..	..	785	805
Preserved provisions	Various	..	133	..	122	..	303	..	..	4,740	4,860
Printed cotton stuffs	Bales	353,362	26,062	3,804	63	32,333	2,754	..	..	55,968	57,403
Rice	Lbs.	421,219	1,541	..	..	605,026	2,394	..	..	4,963	5,087
Sandal wood	,,	49,379	680	..	..	..	..	..	..	621	637
Scents	,,	54,576	2,225	..	..	415	54	..	..	2,339	2,397
Sesame	Bushels	538	311	..	..	..	..	..	..	311	319
Sheep and goats	Heads	972	485	661	143	984	343	..	..	2,508	2,572
Skins of musk rat (sondeli)	Lbs.	316	211	59	28	..	..	..	..	239	245
Soap	,,	..	..	19,800	266	100,626	1,558	..	..	3,543	3,663
Spices	,,	51,803	427	..	..	20,290	205	..	..	632	648
Spirits of wine	Pints	..	..	..	..	..	..	..	..	410	420
Straw	Bags	..	..	..	..	..	..	..	..	1,080	1,107
Sugar	Lbs.	6,894	38	1,760	20	..	..	..	..	3,031	3,108
Tea	,,	6,039	300	..	..	915	55	..	..	355	364
Timber	..	3,113	235	1,800	112	10,184	895	9,661	748	4,040	4,143
Tobacco	..	..	..	..	..	..	..	..	..	2,560	2,625
Vegetables	Lbs.	..	..	..	..	4,129	46	..	..	244	250
Sundries	..	..	..	..	..	..	..	..	..	9,141	9,370
Total value	..	..	..	..	..	..	..	..	..	155,636	159,647

Annex B.—RETURN showing the Quantity and Value of Goods Exported from Suakin during the Year 1892, and the Countries to which they were Exported.

Articles.		Austria.		Egypt.		England.		France.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£E.		£E.		£E.		£E.
Cotton	Lbs. ..	768	8	504,320	1,585	3,648	38	..	..
Gum	Cwts. ..	5,389	15,094	822	2,304	7,425	21,147	40	113
Ivory	Lbs. ..	..	..	8	11	24	33	..	..
Mother-of-pearl	,, ..	6,847	1,847	..	..	10,074	272	..	..
Ostrich feathers	,, ..	301	298	450	444	25	25	78	75
Senna	,, ..	47,740	217	1,086,580	4,939	80,740	367	1,980	9
Silver	Ozs. ..	..	..	..	..	..	..	..	..
Skins	Piece ..	100	4	..	..	113	5	..	..
Sundries	..	..	..	..	..	..	..	..	..

RETURN showing the Quantity and Value of Goods Exported from Suakin during the Year 1892, and the Countries to which they were Exported—continued.

Articles.		India.		Massowah.		Turkey.		Other Countries.		Value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Currency.	Sterling.
			£E.		£E.		£E.		£E.	£E.	£
Cotton	Lbs. ..	1,360,960	4,253	20,832	217	..	..	..	..	6,103	6,258
Gum	Cwts. ..	1,032	2,917	283	799	5·5	15	5	13	42,702	43,796
Ivory	Lbs. ..	1,894	2,604	..	..	..	..	..	..	2,648	2,715
Mother-of-pearl	„ ..	10,562	2,852	..	..	..	..	..	..	4,971	5,098
Ostrich feathers	„ ..	24	22	9	7	..	..	..	..	871	883
Senna	„ ..	1,540	7	..	..	..	..	..	..	5,539	5,681
Silver	Ozs. ..	523	253	..	..	..	..	..	..	253	260
Skins	Piece ..	7,611	312	280	11	..	..	450	18	350	359
Sundries	..	..	..	..	..	..	..	..	..	2,158	2,214
Total value	..	..	..	..	..	..	..	..	..	65,595	67,264

Annex C.—RETURN showing the Total Value of Trade at the Port of Suakin during the Year 1892.

Description.	Value.	
	Currency.	Sterling.
	£E.	£
Total value of Imports	155,636	159,647
,, ,, Exports	65,595	67,264
Total	221,231	226,911

Annex D.—RETURN showing the Total Value of Imports and Exports at the Port of Suakin during the Years 1891–92, the Total Value of Trade in each Year, and the Total Increase of Trade in 1292.

Total Value of Import Trade.		Total Value of Export Trade.		Total Value of Trade.		Total Increase.
1891.	1892.	1891.	1892.	1891.	1892.	1892.
£ 173,846	£ 159,647	£ 36,922	£ 67,264	£ 210,768	£ 226,911	£ 16,143

Annex E.—RETURN of Steamers which Called at the Port of Suakin during the Year 1892.

Flag.	Number.	Tonnage.	Nature of Cargo.
Austrian*	3	5,628	General.
British	19	20,108	One coal, remainder general.
Egyptian	43	29,437	General.

* The Austrian Lloyd boats which have ceased to call at regular intervals.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1520)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1259.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

EGYPT.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF PORT SAID AND SUEZ.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1095.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—146.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Page.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.

No. 1259.

Reference to previous Report, Annual Series No. 1095.

EGYPT.

PORT SAID.

Consul Gould to the Earl of Rosebery.

My Lord, *Port Said, June* 13, 1893.

I HAVE the honour to forward to your Lordship a Report on the Trade and Commerce of Port Said for 1892, together with a Report by Mr. Vice-Consul Norrish on the Trade and Commerce of Suez.

I have, &c.
(Signed) E. B. GOULD.

Report on the Trade and Commerce of Port Said and Suez for the Year 1892.

ABSTRACT of Contents.

	PAGE
Port Said:—	
Imports—	
Coal	2
Petroleum	2
Frozen meat	2
Canal traffic—	
Navigation	3
Principal entire cargoes	4
Use of the electric light	5
Draught of vessels transiting the canal	5
Busiest months	5
First petroleum tank-steamer	5
Record of rapid coaling	5
Quickest passage	5
Passenger traffic	6
General remarks—	
Want of a dry dock	6
Town of Port Said	6
Value of British Government property in Port Said	7
Danger to public health from the slaughter-house	7
Progress of railway	7
Freshwater canal	7
Shipping returns	8

Abstract of Contents—continued.

	PAGE
Suez report:—	
Imports	9
Customs revenue	10
Exports	10
Gunnies	10
Coffee	10
Cattle	10
Tobacco	10
Shipping and navigation	10
Pilgrim traffic	11
Coals	12
Timber	12
Population	12
Charcoal	12
General remarks	12

Imports.

Coal.

The total imports of coal in the year 1892 amounted to 1,019,654 tons, being 111,443 tons less than the year 1891. For the five years preceding 1892 there had been a steady increase in the import of coal, parallel with, and nearly proportionate to, the increase in the total amount of tonnage transiting the canal. In 1892 the total tonnage passing through the canal was, roughly, 1,350,000 tons less than the preceding year. Hence the decrease in the amount of coal imported:—

Year.	Quantity.
	Tons.
1887	784,286
1888	943,028
1889	934,782
1890	1,032,585
1891	1,131,097
1892	1,019,654

Petroleum.

The following are the figures for the last three years:—

Year.	Quantity.
	Cases.
1890	112,702
1891	115,028
1892	143,045

The increase shown is, perhaps, due to the opening of a new petroleum basin, where there are improved facilities for the discharge of this article of commerce.

Frozen meat.

A new trade has sprung up in frozen meat from Australia. An English firm has built refrigerating stores here, and furnishes

a large number of the passing ships with beef and mutton, and also supplies a portion of the local demand. Hitherto all the meat has been brought from Syria, and the local importers are beginning to feel the effects of this competition.

Canal Traffic.

Navigation.

The total number of vessels transiting the canal in 1892 was 3,559, of which 2,581 were British.

The following tables show the figures for 1892 and the two preceding years. It will be observed that the British percentage, both of the total number of vessels and of the tonnage, has slightly decreased.

TABLE showing the Number and Tonnage* of Vessels Transiting the Canal during the Years 1890–92, divided according to Nationality.

Nationality.	1890.		1891.		1892.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	3	2,111	1	619	2	1,253
Austrian	55	177,941	51	169,399	61	191,144
Belgian	...	...	...	...	4	7,429
Brazilian	1	1,119	...	...	...	...
British	2,522	7,438,681	3,217	9,484,608	2,581	8,101,904
Chinese	...	...	...	...	2	3,455
Danish	...	...	1	963	...	...
Dutch	144	341,828	147	369,346	177	433,542
Egyptian	...	...	1	294	2	2,462
French	169	555,941	171	616,964	174	635,585
German	275	731,887	318	870,548	292	809,013
Greek	3	2,682	5	4,570	6	13,845
Hawaiian	...	...	...	...	...	...
Italian	87	217,480	116	275,861	74	198,205
Japanese	4	6,300	6	12,794	3	5,941
Norwegian	43	78,107	55	114,016	66	146,524
Ottoman	21	28,302	40	60,019	43	66,239
Portuguese ...	7	3,814	29	74,798	23	74,830
Russian	20	59,613	21	64,654	22	74,953
Siamese	1	206	...	...	1	2,228
Spanish	34	103,111	28	98,627	26	98,240
Total	3,389	9,749,123	4,207	12,217,980	3,559	10,866,492

* Danube measurements.

TABLE showing Percentage of the Total Traffic through the Canal for the Years 1890–92 under the various National Flags.

Nationality.	1890.		1891.		1892.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American	0·09	0·02	0·02	0·01	0·06	0·01
Austrian	1·62	1·83	1·21	1·39	1·71	1·76
Belgian	...	...	...	...	0·11	0·07
Brazilian	0·03	0·01	...	...	...	...
British	74·42	76·30	76·47	77·63	72·52	74·56
Chinese	...	...	...	...	0·06	0·03
Danish	...	...	0·02	0·01	...	...
Dutch	4·25	3·51	3·49	3·02	4·97	3·99
Egyptian	...	...	0·02	0·002	0·06	0·02
French	4·99	5·70	4·07	5·05	4·89	5·85
German	8·11	7·51	7·56	7·12	8·20	7·44
Greek	0·09	0·03	0·12	0·04	0·17	0·13
Hawaiian	...	...	...	...	...	...
Italian	2·57	2·23	2·76	2·26	2·08	1·82
Japanese	0·12	0·06	0·14	0·10	0·08	0·05
Norwegian	1·27	0·80	1·31	0·93	1·85	1·35
Ottoman	0·62	0·29	0·95	0·49	1·21	0·61
Portuguese ...	0·20	0·04	0·69	0·61	0·65	0·69
Russian	0·59	0·61	0·50	0·53	0·62	0·69
Siamese	0·03	0·002	...	...	0·03	0·03
Spanish	1·00	1·06	0·67	0·81	0·73	0·90
Total	100·00	100·00	100·00	100·00	100·00	100·00

TABLE showing the Number and Classification of Vessels Entering the Harbour of Port Said and Transiting the Canal or otherwise.

Year.	Number of Vessels which entered the Harbour of Port Said.			Vessels which transited the Canal.	Vessels which did not transit the Canal.
	Steamers.	Sailing Vessels.	Total.		
1889	4,192	36	4,228	3,425	803
1890	4,267	49	4,316	3,389	927
1891	6,266	30	6,296	4,207	2,089
1892	4,195	20	4,215	3,559	656

Principal entire cargoes.

The principal entire homewards have been :—

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Rice	640,350	682,776
Wheat	513,100	289,370
Sugar	233,300	231,815
Oil seeds	161,700	144,130
Tea	79,700	50,800
Wool	69,800	109,800
Jute	65,800	90,800
Cotton	7,000	20,600

These figures show an increase, as compared with 1891, of about 40,000 tons in the amount of rice brought through the canal, and a decrease of nearly 224,000 tons of wheat. Tea has decreased by 28,900 tons, while wool and jute have considerably increased. Cotton has increased nearly threefold.

Principal entire cargoes outwards :—

Articles.		Quantity.	
		1891.	1892.
Petroleum	Cases	275,764	303,847
Rails	Tons	60,901	53,400
Salt	„	29,700	17,100

Use of the electric light.

Few ships now go through the canal without electric light. The percentages of those using the light have been :—

Year.	Per Cent.
1890	83
1891	88
1892	90

The average time occupied in passing through the canal was, in 1892 :—

With the electric light, 20 hours and 9 minutes.

Without the light, 32 hours and 26 minutes.

Draught of vessels transiting the canal.

Out of the 3,559 ships which passed through the canal in 1892, 2,609 had a draught of under 23 feet 4 inches, 918 drew between 23 feet 4 inches and 26 feet, 32 vessels had the maximum draught 26 feet.

Busiest months.

The two months in which the traffic in 1892 was largest were March, with 378 ships, and April, with 363 ships, equal to about 12 ships a day.

In October and November the traffic was the least, being 249 and 238 ships, equal to about eight ships a day.

First petroleum tank steamer.

On August 24, 1892, the "Murex," the first petroleum tank steamer passed through the canal bound to Calcutta from Batoum.

Record of rapid coaling.

The "Moyune," the first tea ship to pass through homeward bound, on June 25, is reported to have loaded 520 tons of coal in 65 minutes. She passed through the canal from Suez to Port Said in 14 hours and 20 minutes.

Quickest passage.

Quickest passage of vessels passing through the canal :—

March.—M. M. "Polynesien," Adelaide to Marseilles in 26 days.

April.—P. and O. "Britannia," London to Adelaide in 28 days.

June.—Orient liner "Ophir," Plymouth to King George Sound in 28½ days.

November.—P. and O. "Himalaya," Bombay to Brindisi in 11 days 9 hours.

November.—Orient liner "Ophir," King George Sound to Naples, 22 days. Letters delivered in London 24 days 2 hours after departure from Albany.

Passenger traffic.

The following is a return of the passenger traffic for the year 1892 :—

Passengers.	Entered from—		Total.
	Port Said.	Suez.	
	Number.	Number.	Number.
Soldiers—			
British	19,764	16,314	36,078
Dutch	1,889	1,236	3,125
French	6,885	6,989	13,874
German	537	658	1,195
Italian	1,820	1,958	3,778
Japanese	..	188	188
Ottoman	16,157	9,839	25,996
Portuguese	228	392	620
Russian	2,551	2,745	5,296
Spanish	885	709	1,594
Total	50,716	41,028	91,744
Other passengers ..	49,399	42,770	92,169
Grand total	100,115	83,798	183,913

General Remarks.

Want of a dry dock.

There is no dry dock at this port, and the want is much felt. I understand that some time ago an English firm proposed to establish a floating dock, which would have met the requirements of the shipping, but it was found that the canal company would charge harbour dues upon the dock, as if it was an ordinary ship occupying harbour space. For this reason the idea was abandoned, and no steps have been taken towards supplying the want of a dry dock.

Town of Port Said.

The town of Port Said has already emerged from its former unsatisfactory condition, and is assuming a character more suited to the real importance of the place, politically and commercially (as one of the greatest shipping ports in the world). New houses are springing up everywhere of a more handsome and substantial kind than was formerly the case. The canal company also is spending some money in improving their premises.

The small success Port Said has achieved in obtaining Government assistance towards improvement and development

is partly due to difficulties arising from the dual, and in some degree rival, authority of the canal company and the Government, and partly to the not unfounded belief of the Alexandrians that Port Said is capable of becoming a formidable trade rival of their city. It is not, however, probable that the inherent forces of development with which circumstances have endowed Port Said will be permanently defeated of their natural effects, and there is good reason to expect in the near future a much more rapid development of this place than has hitherto been the case.

Value of British Government property in Port Said.

It is satisfactory to remember that the British and Indian Governments have already wisely secured a certain amount of land and house property here. This is certain to increase largely in value as time goes on. It is to be hoped that British private capital also will continue to be invested here, so as to increase the total British stake in this place of the future.

Danger to public health from the slaughter-house.

The existence of a slaughter-house in the town itself has long been a just grievance of the inhabitants of Port Said. The danger to the health of the town is undoubted, and considering the far-reaching possible effects of allowing this Port to become a centre of contagious disease, it is to be hoped that measures will be taken before long to minimize the risk. Successive local governors have, I understand, made representations to their superiors on the subject, and the local press never cease to urge the removal of the evil.

There is a difficulty, because the slaughter-house is the subject of a concession to a foreigner; but setting aside—as perhaps hardly a matter for notice in a trade report—the right of the heavily taxed inhabitants of Port Said to the enforcement of ordinary sanitary precautions, it does not appear reasonable that the commerce of the whole world should run an unnecessary risk of being subjected to the enormous losses involved in this port being put into strict quarantine because of the existence here of a misplaced slaughter-house.

Progress of railway.

A small line for passenger traffic only has been nearly completed from Ismailia to Port Said. This line will be opened before the end of the year, and will do much to help on the development of Port Said.

Freshwater canal.

Parallel with the new railway a freshwater canal has been dug to increase the hitherto very scanty supply of water to Port Said. It is difficult to over-estimate the possible, and, indeed, probable effects of a liberal water supply to this place. Experiment has shown that vegetation thrives here if only there is water enough. In the immediate neighbourhood of the town there are wide stretches of land now desert or under the shallow waters of Lake Menzaleh, which, in former days, when one of the mouths of the Nile was near Pelusium, were fertile fields. With the supply of water there is no reason why these lands should not be reclaimed.

Return of British shipping.

I add the usual table, showing the direct and indirect trade in British vessels with Port Said.

Return of British Shipping at the Port of Port Said in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
701	4	705	1,154,916	5,644	1,160,560	20,884	£ ...	348	357	705	629,394	531,166	1,160,560	20,884	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.								
Country whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Country to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
...	16	...	16	25,430	...	25,430	431	£ ...	...	23	260	283	38,108	370,468	408,576	7,059	£ ...

SUEZ.

Mr. Vice-Consul Norrish reports as follows:—

The customs revenue at Suez in 1892 was the largest on record, and amounted to:— Customs revenue.

Year.	Amount.
	£E.
In 1892	58,488
1891	52,815
Increase, 1892	5,673

The subjoined statement shows the comparison between the two years 1891 and 1892, and the sources whence the revenue at Suez is derived:—

Description.	1891.	1892.	Difference.
	£E.	£E.	£E.
Imports	49,928	54,370	+ 4,442
Tobacco	626	2,006	+ 1,380
Exports	523	221	− 302
Porterage	1,386	1,506	+ 120
Other items	352	385	33
Total	52,815	58,488	5,673

The import trade claims first attention on the chief sources of revenue. The value of the import trade in 1892, with the exception of tobacco, amounted to 775,308*l.*E., as compared with 726,402*l.*E. in 1891. The total value of the import trade from the East generally was, in round numbers, 750,000*l.*E. in 1892, as follows:— Imports.

Articles.	Value.	Per Cent.
	£E.	
Coffee	255,885	34
Indigo	205,070	27
Gunnies	102,767	14
Miscellaneous	186,278	25
Total	750,000	..

The trade from British India is the most important, and among the chief items of import indigo again occupies the first place. Of this dye:—

Year.	Quantity.	Value.
	Kilos.	£E.
In 1892	660,556	249,227
1891	569,592	173,676
Increase, 1892	90,964	75,551

NOTE.—Average value per kilo. 38 P.T. in 1892.

The partial failure of the Madras crop in 1891 and 1892 forced the finer qualities from Bengal Presidency and the N.W. Provinces on the Egyptian market, and the export thus afforded may have taught the dyers the true economy resulting from the use of the highest priced article.

Exports. The trade in exports being principally with Arabia, the customs revenue under this head has considerably diminished since Egypt ceased to levy duty on Egyptian goods supplied to the Turkish markets. The value of the export trade amounted to a little over 50,000*l*.E. in 1892, which is a great falling off as compared to former years, before the Soudan markets were closed to commerce.

Gunnies. This trade reached—

Year.	Value.
	£E.
In 1891	129,217
1892	102,767
Decrease	26,450

A decrease owing to the rivalry between imports in 1891, which glutted the market and left a large stock in hand. With increasing area of cotton cultivation in the Delta the demand must increase, and, therefore, a further development is looked forward in the gunnies trade during the coming season.

Coffee. This article still holds the foremost place, and again, as in 1891, a slight decrease in the quantity is counterbalanced by the superiority of the quality.

Cattle. Notwithstanding the quarantine regulations against Syria, the number of cattle was practically the same in 1892 as compared to 1891.

Tobacco. Tobacco, to the value of 1,639*l*.E., was imported at Suez in 1892, as against 339*l*.E. during 1891, showing an increase in 1892 of 1,300*l*.E.

The foregoing information has been kindly given by E. De Wilton Bey, Director of Customs at Suez.

Shipping and navigation. From the general return of the Suez Canal Company it will be seen that the number of British vessels which transited the

Suez Canal in the year 1892 was less than that in the preceding year; there were 2,591 vessels, with a net tonnage of 5,826,861 tons; this includes 46 men-of-war, with a tonnage of 97,785 tons; this decrease may be attributed to the depression in trade, and to a great number of vessels being laid up.

The total number of vessels of all nationalities which passed through the Suez Canal in 1892 is put down at 3,559 vessels, with a net tonnage of 7,712,028 tons.

The number of casualties of British vessels recorded at Her Majesty's Vice-Consulate during 1892 was considerably smaller than in 1891, only five having been reported, chiefly strandings in the Suez Canal, but of no great importance.

The following return gives the exact number of vessels registered at the different Consulates, and which transacted business at the Port of Suez during 1892:—

RETURN of all Shipping at the Port of Suez Registered at the different Consulates during the Year 1892.

Nationality.	Steam.			
	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	24	35,026	24	35,026
Egyptian (Khedivieh Administration) ..	49	30,527	52	32,396
French (Messageries Maritimes)	50	209,717	50	209,717
Austrian	27	59,535	27	59,535
Italian	27	51,680	28	52,924
German (mail steamers)	28	71,736	29	74,298
Russian (Volunteer Fleet Society) ..	8	20,328	9	22,869
Total	213	478,549	219	486,765

The pilgrim traffic in 1892, as given by the local authorities, was almost the same as in the preceding year. Pilgrim traffic.

RETURN showing the Number of Pilgrims, with their respective Nationalities.

Nationality.	Number of Pilgrims.
Egyptians	5,954
Magrabins	4,359
Turkish	4,335
Persians	157
Syrians	411
Russians	155
Others	16
Total	15,387

Of the above total, the Postal Khedivieh steamers alone carried 9,718 pilgrims, viz.: 6,287 pilgrims with return tickets, and 3,431 pilgrims with single tickets.

Coal. The quantity of coals imported at Suez during the year 1892 was considerably less than that of the preceding year, and may be attributed to the great quantity of coals remaining on hand from the large stock of 1891, and to the small demand for coaling steamers at Suez.

The subjoined statement shows the quantity of coals imported at Suez during 1891–92 :—

Year.	Quantity.
	Tons.
In 1891	14,763
1892	6,925
Decrease	7,838

Timber. The import of this trade during the year 1892 was not so great as in 1891; the quantity of timber brought to Suez from Trieste by Austrian steamers was 37,797 pieces of all kinds and dimensions, valued at 2,000*l.*; but besides this there was also a large quantity brought from Alexandria by rail.

Population. Under this head there is very little to be said: the population of Suez may be put down as about the same as in 1891, viz., 15,000 inhabitants; however, the local authorities are only now preparing the census, which should have been taken last year, and which, it is said, will be completed in about five months.

Charcoal. The quantity of charcoal imported at Suez during the year 1892, as given in the customs statistics, was 1,295,538 kilos. and valued at 3,054*l.*E.

General remarks. The Bonded Warehouse Company, referred to in my report for 1891, have now built a very large store near the ex-Suez

Hotel, for the deposit of merchandise, and the native merchants are especially taking advantage of this, and have given large orders for the import of gunnies, &c., as, once their goods are warehoused, it will enable them to get an advance of money from the bankers at a less premium.

The town of Suez is now partly lighted by means of lamps burning mineral oil; it is true that the present number of lamps is only 50, but the local authorities intend to add an equal number in a short time.

It is now proposed to dredge the creek between the town of Suez and the entrance to the canal; the work, it is said, will be carried out by the Suez Canal Company.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty,
(75 7 | 93—H & S 1591)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1276.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

EGYPT.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF ALEXANDRIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1113.

Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—163.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1156.	Stockholm	1d
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	2d.
1275.	St. Petersburg	7½d.

No. 1276.

Reference to previous Report, Annual Series No. 1113.

EGYPT.

ALEXANDRIA.

Sir Charles Cookson to the Earl of Rosebery.

My Lord, *Alexandria, July* 8, 1893.

I HAVE the honour to transmit herewith to your Lordship a Report prepared by Mr. Vice-Consul Alban on the Trade and Commerce of Alexandria for the year 1892.

I have, &c.

(Signed) CHAS. A. COOKSON.

Report on the Trade and Commerce of Alexandria for the Year 1892.

ABSTRACT of Contents.

	PAGE
General review of trade in 1892—	
Shipping	3
Freights	3
The new pass	5
Import trade—	
Development of Belgian and German trade	6
Textiles	7
Metals and metal goods	7
Machinery	8
Wines, spirits, oils	8
Colonial produce, preserves, &c.	8
Animal products, candles, &c.	9
Hides and leather goods	9
Coal, timber, &c.	9
Stone, building materials, earthenware, and glass	10
Stationery and books	10
Cereals, vegetables, &c.	10
Colours and dyes	11
Animals	11
Export trade—	
Cotton and cotton seed	11
Cereals	13
Vegetables	15

ABSTRACT of Contents—continued.

	PAGE
Export trade—continued—	
Colonial produce	15
Metals and metal goods	15
Cigarettes	15
Miscellaneous observations—	
Counterfeit trade-marks	16
False invoices	16
Attempt to improve breed of horses	16

Total value of exports and imports in 1892.

The total value of exports from and imports into Egypt during the year 1892 amounted to 22,882,019*l.*, a decrease of 367,883*l.* on the total for 1891, but more than 2,000,000*l.* in excess of the total for 1890. The value of the imports and exports which passed through Alexandria in 1892 amounted to 21,187,756*l.*

TABLE showing the Movement of Trade during the Years 1883–92.

Year.	Value.		
	Imports.	Exports.	Total.
	£	£	£
1883	7,512,076	12,481,491	19,993,567
1884	8,578,519	12,474,619	21,053,138
1885	9,213,767	11,710,594	20,923,361
1886	8,044,437	10,373,900	18,418,337
1887	8,295,627	11,138,420	19,434,047
1888	7,880,029	10,669,146	18,549,173
1889	7,124,240	12,238,982	19,363,222
1890	8,523,298	12,157,968	20,681,266
1891	9,031,364	14,218,488	23,249,852
1892	9,215,079	13,666,940	22,882,019

The improvement which has taken place during the latter part of this period is very noticeable, the average aggregate value of imports and exports during the first 7 years being 19,676,406*l.*, while during the last 3 years, in spite of low prices, it has risen to 22,271,045*l.*

The decrease in the total value of exports in 1892, as compared with 1891, was due to a falling-off of more than 551,000*l.* in exports. This was occasioned by the partial failure of the cereal crops, and the unprecedently low prices at which cotton ruled during the greater part of the year.

Increase in imports chiefly in tobacco.

Imports, on the other hand, showed an increase of more than 183,000*l.*, but this was due to an improvement in tobacco, the large stocks imported in 1890 being nearly exhausted. In other merchandise there was a falling-off in value of a little more than 9,500*l.*, the diminution being most marked in textiles.

Cotton crop.

The feature of the year was the enormous cotton crop gathered

in the autumn, which was the largest on record, and which reached a total of more than 5,200,000 cantars.*

It is worthy of notice that both in 1891 and 1892, when the largest cotton crops on record were gathered, a serious disaster at one time threatened the crop, and was only averted by the energetic measures taken by the Government, and particularly by the officials of the Irrigation Department. In 1891 a serious invasion of locusts was stamped out before any appreciable damage was done. Locusts.

In 1892 a still more serious danger menaced the crop. The Nile, which was exceptionally low during the summer months, rose late, and reached a dangerously high level, which was maintained for an unusually long period. The unwearying exertions of the officials of the Public Works Department and of the Mudirs averted a disaster, and only a trifling amount of damage was caused in comparison with that occasioned by former floods. Dangerous Nile flood in 1892.

As regards the prospects for 1893 it is still too early to form any definite conclusions. The cereal crops are poor, and late rains and unusually cold weather in the spring have retarded the progress of the cotton crop. On the other hand the level of the Nile is high, enabling irrigation to be carried on without difficulty, and favourable weather may cause the plants to regain some of the time lost. Prospects 1893.

It is probable that if present prices be maintained the total value of the exports in 1893 will not fall far short of last year's total, while the imports bid fair to exceed the total reached in 1892.

Shipping.

There was again a marked increase in shipping. The total number of vessels which entered the port amounted to 2,312, of an aggregate tonnage of 2,116,123 tons, against 2,163, of an aggregate tonnage of 1,807,717 tons in 1891, or an increase of 149 vessels and 308,406 tons. Increase in shipping.

In steamers there was an increase of 121 vessels and 306,323 tons, and in sailing vessels of 28 vessels and 2.083 tons.

Freights were lower than in 1891, as will be seen from the following table, for which I am indebted to the kindness of Messrs. Barker and Company :— Freights.

* 1 cantar = 98 lbs.

Rates of Freight.

Month.	Liverpool.				London, Hull, and East Coast.			
	Cotton, per Ton.*		Grain, per Quarter.†		Cotton Seed, per Ton.		Grain, per Quarter.†	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
1892–								
January	12 6	10 0	2 0	1 9	12 0	9 0	2 0	1 9
February	12 6	8 0	2 0	1 6	9 0	6 6	1 9	1 3
March	8 0	8 0	1 6	1 6	7 0	6 6	1 6	1 3
April	8 0	8 0	1 9	1 9	8 0	6 8	1 6	1 4½
May	10 0	8 0	1 9	1 6	7 0	6 6	1 7½	1 4½
June	10 0	7 6	1 6	1 3	7 6	6 6	1 6	1 4½
July	12 6	10 0	1 6	1 3	9 0	5 0	1 6	1 3
August	12 6	12 6	1 6	1 6	7 0	5 6	1 6	1 4½
September	10 0	7 6	1 6	1 6	8 0	6 6	1 9	1 4½
October	17 6	15 0	1 9	1 6	13 6	11 6	2 6	1 9
November	15 0	10 0	1 9	1 6	12 6	9 0	1 9	1 6
December	10 0	7 6	1 6	1 6	8 6	6 0	1 6	1 3
Average, 1892	10 5		1 7		8 1		1 6	
„ 1891	12 8		2 2		11 1		2 1	

* Per ton of 40 cubic feet.

† Per quarter of 480 lbs.

There was an increase in British shipping of 17 vessels and 75,474 tons.

There was a decrease of 3 in the number of French vessels, but an increase in tonnage of 9,292 tons.

The number of Danish vessels remained unchanged.

All other countries show an increase, with the exception of Spain, Montenegro, and the Island of Samos.

The new pass.

The work of widening and straightening the Boghaz Pass leading into the harbour is practically completed. A commission has been appointed to ascertain whether the work has been properly carried out, and one or two small patches of rock which have been discovered are now being dredged. Although it is not yet officially opened to navigation, one or two vessels have already availed themselves of the new pass to leave or enter the harbour after sunset (which was formerly out of the question), one British vessel even entering without a pilot. As soon as the commission has reported satisfactorily, and the system of lighting has been definitely arranged, the new pass will be declared open. The quantity of rock to be removed in order to obtain a clear depth of 30 feet was estimated in the contract made between the Egyptian Government and the British firm of contractors at 30,000 cubic yards. The dredger began operations on March 27, 1890, and completed its work at the beginning of June in this year. Complaints have been made by a portion of the local press of the delay in the completion of the work, but the contractors state that to allow for the effect of the swell which constantly prevails, it was found necessary to dredge to about 31 feet, in order to obtain a clear depth of 30 feet, and this involved the removal of nearly 20,000 cubic yards more than the contract quantity of 30,000 cubic yards. It is also a fact that, owing to the prevailing high winds at Alexandria, the number of days on which it was possible for the dredger to work was fewer than would have been the case in most other ports of the Mediterranean, and this contingency was probably not taken sufficiently into account by the contractors when they tendered for the work.

New quay.

In consequence of the large increase in shipping, and the demand for greater berth accommodation at the quays, a new quay, capable of berthing three vessels, is being constructed.

Import Trade.

Increase imports.

There was an increase of 183,715*l.* in the imports, which amounted to 9,215,079*l.* against 9,031,364*l.* in 1891.

There was a large increase in coal, timber, machinery, indigo, live animals, butter, oils and spirits, common soap, and paper. There was also an important increase in leaf tobacco, the reasons for which are stated below, and in cereals owing to the partial failure of the Egyptian crop. On the other hand there was a considerable decrease in textiles, metals and metal goods, sugar, wines, charcoal and firewood, and haberdashery also show a

falling-off. British imports show a falling-off of 375,352*l.*, or 10·6 per cent., and form 34 per cent. of the total imports, against 38·4 per cent in the previous year. The diminution was almost entirely in textiles.

There was a large increase in the imports from Turkey, Belgium, British possessions in the far East, and Germany. Turkish imports amounted to 1,940,633*l.*, against 1,487,321*l.* in 1891, the improvement being chiefly in tobacco. There was a large increase in the imports from British possessions in the far East which amounted in value to 625,224*l.*, against 546,817*l.* in the previous year. This was chiefly due to the increase in rice and indigo.

Steady development of German and Belgian trade.

The most noteworthy feature was the large increase in Belgian and German imports. The total value of the imports from Belgium amounted to 367,945*l.*, against 262,599*l.* in 1891, an increase of 105,346*l.* The value of German imports rose from 154,411*l.* in 1891 to 184,354*l.* in 1892. In previous reports attention has been drawn to the rapid growth of Belgian and German trade with Egypt, which cannot but be viewed with apprehension by British merchants, seeing that this progress has been made for the most part at the expense of British imports, the articles specially affected being machinery, metal and metal goods and textiles.

TABLE showing the Imports from Belgium and Germany during the Years 1892–88.

Country.	1892	1891.	1890.	1889.	1888.
	£	£	£	£	£
Belgium	367,945	262,599	115,594	80,683	129,638
Germany	184,354	154,411	65,735	51,930	45,091

During these five years, therefore, Belgium has more than doubled, and Germany more than quadrupled her imports into Egypt. It is true that at the present time the total value of the goods imported into Egypt from these two countries is small in proportion to that of British manufactures, yet, should the present rate of progress be maintained, British trade will ere long suffer serious injury.

There was also an increase in the imports from Morocco, America, Greece, and Spain.

All other countries show a falling-off, which is most apparent in the case of Austria and France.

The imports from Austria amounted in value to 804,203*l.*, against 879,879*l.*, in 1892, while those from France amounted to 876,717*l.*, against 909,639*l.*, in 1892.

Owing to the fact that complete statistics have not been obtainable in time, I am unable to give as full particulars as those contained in last year's report in the following detailed remarks on the various imports.

Textiles.

In this class of manufacture there was a falling-off of nearly 600,000*l.*, the total value of goods imported in 1892 amounting to 2,916,425*l.* against 3,515,979*l.* in 1891. Large falling-off.

The decline was most marked in cotton goods, the total value of which amounted in 1892 to 1,375,866*l.* against 1,775,481*l.* in 1891. The total value of this import in 1892 therefore fell short of that of the previous year by nearly 400,000*l.* Cotton manufactures.

British goods formed 94·4 per cent. of the total import against 95·1 per cent. in the previous year.

Germany is steadily increasing its trade in this manufacture, the total value of cotton goods imported from that country having advanced from 2,103*l.* in 1890 to 11,594*l.* in 1892. Increase in German manufactures.

The decline in the import of cotton manufacture was due to the overstocking of the market in 1891. Many large orders arrived too late for the busy autumn season, and were therefore kept over to the present year.

A smaller quantity of cotton yarns was imported in 1892, the total value of the import amounting to 151,141*l.* against 216,758*l.* in 1891. In this case also the decline is attributable to the fact that the market was overstocked in 1891. This year there has been a brisk demand for yarns. Cotton yarn.

Indian yarns have, so far, not found a sale here, their brown colour not being liked. Indian yarns.

There was a falling-off of 29,000*l.* in the import of woollen fabrics, the total value of which amounted to 176,268*l.* in 1892 against 205,328*l.* in 1891. Pure woollen fabrics.

Austria still holds the lead in this article with a total of 61,120*l.*, England taking the second place with 38,187*l.*

German manufactures again show a large increase, the total value amounting to 36,839*l.* against 27,804*l.* in 1891. France, which held the second place in 1891, now comes fourth with a total of 35,344*l.*

There was again an increase in this import, the total value of which amounted to 11,363*l.* against 9,623*l.* in 1891. Woollen yarns.

British yarns again improved their position and amounted in value to 6,477*l.*, while Austrian yarns which, in 1891, amounted in value to 4,063*l.* fell off to 2,842*l.*

Metals and Metal Goods.

The total value of iron and steel imported amounted to 457,976*l.*, a decrease of 28,605*l.* on last year's total of 486,581*l.*, though greatly in excess of the total of 1890. Iron and steel.

It is satisfactory to note that in 1892 England improved her position in this import while Belgium and Germany both lost ground.

Machinery.

Machinery. There was an increase of 107,683*l.* in machinery, of which 101,259*l.* was in locomotives. In pumping and miscellaneous machinery there was a slight increase.

In machinery, principally in locomotives, Belgium continues to gain ground, as will be seen from the following figures :—

TABLE showing Import of Machinery during the Years 1892–91.

Country.	Percentage.	
	1892.	1891.
England	42·4	65·6
Belgium	37·6	13·1
France	13·4	16·8
Other countries	6·6	4·5

Other metals. In other metals and metal goods there was a falling-off of 21,120*l.*, chiefly in railway carriages and trucks. There was a slight increase in copper, the value of which amounted to 111,438*l.* against 107,464*l.* in the previous year.

Wines, Spirits, Liquors, and Oils.

Wines. Although a larger quantity of wine was imported in 1892, there was a falling-off of more than 16,000*l.* in value. This was due to an increased consumption of the cheap Italian and Greek wines in preference to the more expensive qualities.

Beer. There was also a falling-off of 1,083*l.* in beer.

Oils. Oils, however, show a large increase.

Petroleum. The import of petroleum amounted in value to 164,257*l.*, an increase of 16,413*l.* on the total of the previous year.

Russian oil has almost driven out the American article. The total value of the oil imported from Russia amounted in 1892 to 135,762*l.*

The use of petroleum is extending amongst the natives in Upper Egypt.

Olive oil. There was an increase of 14,265*l.* in olive oil, the total value of which amounted to 101,336*l.* against 87,071*l.* in the previous year.

Cotton-seed oil. There was also a slight improvement in cotton-seed oil.

Colonial Produce and Preserves.

Sugar. There was a falling-off of 26,416*l.* in sugar, the total value imported being 31,387*l.* against 57,803*l.* in 1891.

This was due to the fact that the Egyptian crop was a very

large one. The sugar-refining industry in Egypt is making great progress, and the importation of foreign sugar is diminishing annually.

There was a slight diminution in the total value of coffee imported, which amounted to 293,299*l.* against 302,373*l.* in 1891. Coffee.

There was a small increase in tea, the total value of which amounted to 7,773*l.* against 6,607*l.* in the previous year. Tea.

The tea imported is, for the most part, from Ceylon and India.

There was a slight falling-off in biscuits, the total value amounting to 6,755*l.* against 7,473*l.* in 1891. Biscuits.

English biscuits amounted in value to 5,146*l.* or 76·18 per cent. of the total import, against 5,810*l.* or 77·12 per cent. last year.

Animal Products, Candles, &c.

There was an increase of 8,011*l.* under this head.

Candles show an increase of nearly 4,000*l.*, the total value imported amounting to 38,878*l.* against 34,879*l.* in 1891. Candles.

French and Belgian candles still take the lead, the import being distributed as follows:—

Country.	Value.	
	1892.	1891.
	£	£
France	19,592	17,752
Belgium	10,964	8,916
Great Britain	6,505	7,380
Other countries	1,817	831
Total	38,878	34,879

Hides and Leather Goods.

There was an increase of 9,196*l.* in hides. Hides.

The total value of boots and shoes imported in 1891 amounted to 91,031*l.* against 84,581*l.* in 1891. Boots and shoes.

There was a decline in Austrian and French made boots and an increase in English goods, the latter now holding second place.

Coal, Timber, &c.

There was an increase of 226,137*l.* in this class of imports.

In 1892, 619,822 tons of coal, valued at 632,910*l.*, were imported against 469,795 tons valued at 485,691*l.* in 1891. Coal.

Prices were lower in 1892 than in 1891.

The import of timber has increased largely during the last 3 years. Timber.

The total value of the timber imported into Egypt amounted in 1890 to 363,830*l.*, in 1891 to 443,341*l.*, and in 1892 to 456,168*l.*

The largest proportion came from Austria, Sweden, and Russia respectively.

Charcoal and firewood.

There was a falling-off of 21,874*l.* in charcoal and firewood.

Furniture.

The increase of 87,965*l.* in furniture is due to the fact that the Egyptian Railways Administration imported from Belgium a large quantity of ornamental furniture for passenger carriages.

Stone, Building Materials, Earthenware, and Glass.

China and porcelain.

The total value of this import remained almost the same in 1892 as in the previous year.

England continues to regain some of the ground lost a few years ago, and in 1892 took the third place hitherto occupied by Austria.

The import was distributed as follows:—

Country.	Value.		
	1892.	1891.	1890.
	£	£	£
France	13,713	14,628	14,121
Belgium	12,818	18,619	9,448
Great Britain	8,585	7,327	6,383
Austria	8,402	8,835	7,108
Germany	8,096	2,167	895
Other countries	2,919	2,587	2,104
Total	54,533	54,163	40,059

It will be seen that Germany has made rapid strides in this import during the last 2 years.

Bricks and tiles.

The total value of bricks and tiles imported in 1892 amounted to 7,996*l.* France stands first with a total value of 4,168*l.*, England next with 2,087*l.*, and Italy third with 1,418*l.*

Stationery and Books.

Paper.

Writing paper and paper for printing, amounted in value to 36,140*l.* against 27,943*l.* in 1891.

The import was distributed as follows:—Austria, 24,252*l.*; France, 3,933*l.*; Italy, 3,637*l.*; Great Britain, 1,368*l.*; other countries, 2,950*l.*

Cereals, Vegetables, &c.

Cereals.

There was a large increase in cereals, owing to the partial failure of the Egyptian crops.

In wheat alone there was an increase in value of 48,889*l.* Wheat.
Rice shows an increase of 21,584*l.* Rice.

Colours and Dyes.

The total import of indigo amounted in value to 256,132*l.* Indigo.
against 178,022*l.* in 1891, an increase of more than 78,000*l.* In 1891 a smaller quantity of indigo was imported, on account of the failure of the Bengal crop.

Tho cotton blouses universally worn by the natives of Egypt are dyed with indigo.

Animals, &c.

There was an increase of 61,643*l.* in the value of live animals Live animals.
imported. The increase was chiefly in horses.

Export Trade.

The total exports from Egypt in 1892 amounted to 13,666,940*l.* against 14,218,488*l.* in 1891, a decrease of about 551,000*l.*

This diminution was due to the partial failure of the cereal crops and to the low prices which ruled in the cotton market during the greater part of the year.

The quantity of cotton exported during the whole of 1892 was greatly in excess of the previous year's total, but, owing to the fall in prices, the total value was less in spite of the rise which occurred towards the end of the year.

The feature of the year was the abundance of the cotton crop gathered in the autumn of 1892 which was the largest on record.

There was a large increase in sugar, cotton seed, rice, onions, dates, and rags.

There was a falling-off of 1,063,964*l.* in exports to Great Britain which amounted to 8,099,820*l.*, or 59·2 per cent. of the total exports, against 9,163,784*l.* or 64·5 per cent. in the previous year, the decrease being chiefly in cotton, cereals, and sugar.

There was also a large falling-off in the exports to France, Austria, Italy, and Greece.

Germany, Russia, America, Belgium, and Spain show a large increase which was principally in cotton.

For the following particulars respecting cotton, cotton seed, and cereals I am indebted to the statistics published by the Alexandria General Produce Association and to the kindness of the Vice-President, Mr. A. Ralli.

Cotton and Cotton Seed.

The steady increase in the Egyptian cotton crop during the Cotton.
last three seasons has been most remarkable. The crop of the

season 1890–91 reached a total of 4,159,405 cantars.* This crop, the most abundant on record up to that date, was surpassed by that of the season 1891–92, which amounted to 4,765,341 cantars. The crop of the present season 1892–93 has turned out still larger. On April 29, 1893, the arrivals in Alexandria amounted to 5,215,982 cantars, and will probably reach a total of 5,250,000 cantars before the end of the season.

The bulk of the crop was of the quality known as "mitafifi," only a small proportion of white bamieh and ashmouni having been sown.

Prices, which fell during the season 1891–92, continued abnormally low at the beginning of the present season, but a sudden rise occurred as soon as it became evident that the American crop would be smaller than had been anticipated.

The cultivators did not reap much benefit from the rise, as, alarmed by the fall which had taken place in the previous year, they were eager to sell from the first, the crop being consequently marketed more quickly than had been the case in any other year.

For some time prices remained as high as 205 P.T.† to 210 P.T. per cantar, but the strike of spinning operatives at Oldham, which lasted so long, did incalculable harm. Prices, instead of rising as had been anticipated, when the strike came to an end, fell off, and this neutralised the good which should have resulted to Egypt from the smallness of the American crop.

Another consequence of the strike has been that less cotton has been exported to England, and more to the Continent than during the previous season.

The following are the quantities exported from the 1892–93 crop to England and the Continent up to April 29 last:—

	Quantity.			
	1892–93.		1891–92.	
	Bales.	Cantars.	Bales.	Cantars.
England	303,101	2,318,416	326,292	2,495,053
Continent	238,417	1,745,363	193,533	1,411,203
Total	541,518	4,063,779	519,825	3,906,256

Stock.

The stock in Alexandria on April 29 amounted to 1,385,208 cantars against 967,557 cantars last year.

In the quantity exported to England is included the Egyptian cotton sent to Liverpool, and there transhipped to America. This trade is increasing annually. Up to March 31, 1893, 30,816 bales had been shipped to America against 17,866 bales up to the same date in 1892.

* 1 cantar = 98 lbs.
† 1*l.* = 97½ P.T.

Bombay has taken about 2,000 bales and Japan 40 bales.

As regards the forthcoming crop the following report, issued by the Alexandria General Produce Association on April 29 last, shows the present state of the crop, which is more backward than was the case last year:— Prospects for the forthcoming crop.

"In the early spring the weather was cold, and then came rains up to April 15. Even to day the temperature is still cool.

"This has caused a late planting, the farmers having been obliged to wait until the lands had dried. The germination of the seed and the sprouting of the plants have been slower than customary, and nearly everywhere a large portion of the land has been resown.

"In the southern and central parts of the Delta, the sowing has only just been completed, while in the northern districts of the Behera, Garbieh, and Dakahlieh, it will not be finished until about May 10.

"The general estimate is that the crop is about 30 days later than last year.

"Nevertheless, the young plants are moderately healthy, but backward in development.

"Our correspondents are unanimous in stating that the acreage under cotton this year may be considered as the same as in 1892.

"Upper Egypt and the Fayoum still give the preference to ashmouni, but in Lower Egypt mitafifi cotton predominates more and more. It is doubtful if, in the Dakahlieh and in some restricted localities of the other provinces, 10 per cent. of bamieh cotton has been planted.

"The production of white cotton in the districts of Zifta and Mit-Gana, which has been gradually diminishing these last years to the profit of mitafifi, will probably be further curtailed this season.

"Irrigation takes place, up to the present, with the greatest facility, aided by the existing level of the Nile, which is much higher than in previous years at this period."

Although the crop is so backward, a hot summer may enable the plants to regain some of the time lost, but it is hardly likely that the crop will be so abundant as the last.

Although the amount of cotton seed was in excess of that of last season's crop, the proportion of seed to cotton has been less, as the yield of lint in ginning has been about 2 per cent. more than was the case last year, there being a corresponding diminution in the seed. Cotton seed.

During the first months of the present year (1893) prices rose high, but a decline then set in, prices in England fell to 6*l.* 12*s.* 6*d.* Prices.

Cereals.

With the exception of beans the cereal crops were much less abundant than those of 1891. Falling-off in cereal crop.

The wheat crop was a failure owing to the severe khamsins (hot winds) which prevailed while the ear was in the milk. Wheat.

Contracts which had been entered into before the smallness of the crop was known, necessitated the exportation of a portion of the crop. There was consequently not sufficient left for the consumption of the country, and a large quantity of wheat was imported from Syria, India and other places.

The total arrivals from the 1892 crop, up to March 31, 1893, when the season ended, amounted to 210,502 quarters against 722,085 quarters in 1891. Of this quantity 62,007 quarters were exported to England against 263,955 quarters in the previous year, and 47,781 quarters to the Continent against 161,540 quarters in 1891.

The local consumption amounted to 155,249 quarters against 251,029 quarters in 1891, and the stock in Alexandria on March 31, 1893, amounted to 264 quarters against 54,740 quarters at the same date in 1892.

The bean crop was again large, though it fell slightly short of that of 1891.

A larger quantity was exported to England and a smaller quantity to the Continent than was the case last year. This was due to the fact that in 1891 France took more than her usual supply on account of the shortness of the French wheat crop, and in anticipation of the raising of the import duty in France on beans.

The total arrivals in Alexandria, up to March 31, 1893, amounted to 775,997 quarters against 783,355 quarters in 1891. Of the above 593,365 quarters were exported to England against 513,034 quarters, and 133,692 quarters to the Continent against 261,969 quarters in 1891.

The local consumption amounted to 23,372 quarters against 21,340 quarters in the previous year, and in the stock in Alexandria on March 31, 1893, amounted to 27,200 quarters against 1,632 quarters at the same time last year.

Lentils. This was also a small crop. The total arrivals from the 1892 crop in Alexandria amounted to 39,938 quarters against 70,343 quarters from the previous crop. Of the above 36,458 quarters were exported against 70,538 quarters in the previous year.

The local consumption amounted to 2,459 quarters against 2,639 quarters in the previous year.

Barley. The 1892 crop in Upper Egypt, like the wheat crop, suffered from the hot winds. The Mariout crop was also a failure in consequence of the limited rainfall during the previous winter, and the Bedouins of that district were reduced almost to the verge of starvation.

The arrivals in Alexandria from the 1892 crop amounted to 22,705 quarters against 169,115 quarters in the previous season of which 14,855 quarters were exported against 155,983 quarters last season.

The local consumption amounted to 14,247 quarters against 22,664 quarters in 1891.

Maize. The maize crop begins to arrive in December of each year. That of 1891–92 was smaller than the previous one, the total arrivals in Alexandria amounting to 176,228 quarters against 464,483 quarters in the previous year.

The total amount of the 1892–93 crop is not yet known, as owing to the failure of the wheat crop a large portion has been kept back in the interior. It is, however, believed that the crop was a small one.

Up to April 29, 1893, 5,211 quarters had arrived in Alexandria against 143,044 quarters at the same time last year. Of this quantity 1,829 quarters were exported against 140,084 quarters at the same date last year.

Vegetables.

There was an increase of 5,539*l.* in the export of tomatoes. Tomatoes.

The onion crop of 1892 was a large one, the total quantity exported from this crop amounting to 647,852 bags, or about 32,393 tons, against 471,112 bags, or about 23,554 tons, from the 1891 crop. Onions.

The crop of 1893 is also a large one, but hitherto the prices realised in England have been very low.

There was an increase of 9,621*l.* in the export of dates, which amounted to 13,721*l.*, against 4,100*l.* in the previous year. Dates.

Colonial Produce.

The sugar crop increases annually. The total quantity exported in 1892 amounted to 48,426 tons, valued at 722,086*l.*, against 40,848 tons, valued at 587,012*l.*, in 1891. Sugar.

Metals and Metal Goods.

There was a falling-off under this head of more than 5,000*l.*

This was due to a further decrease in the export of gold and silver ingots and jewellery, which amounted to 10,301*l.*, against 27,802*l.* in 1891. In 1889 the total export amounted to 288,264*l.*, and was regarded by many as a sign of the impoverished condition of the fellahin. Export of gold and silver ingots and jewellery.

The export of old iron amounted to 17,228*l.*, against 5,750*l.* in 1891. Old iron.

Cigarettes.

The export of cigarettes amounted in 1892 to 188,149 kilos.,* against 191,971 kilos. in 1891.

The three principal markets for Egyptian cigarettes are England, Germany, and British India, which took respectively in 1892, 62,821 kilos., 61,466 kilos., and 17,501 kilos. Cigarettes.

* 1 kilo. = 2·2 lbs.

Miscellaneous Observations.

Trade marks.

A law on trademarks has for some time been in contemplation, but up to the present moment has not been promulgated. Although there is no legislation in Egypt respecting trademarks or patents, the Mixed Courts will (in cases between foreigners and natives or between foreigners of different nationalities) give damages against a person fraudulently using a trademark which has been registered in any European country, it being necessary for this purpose to produce a certificate of such registration.

There is no doubt that inferior goods bearing the counterfeit trademarks of English firms are imported to a large extent, the imitation being sufficiently good to deceive the purchasers, especially when these are natives. In several cases English firms who formerly did business with Egypt to the extent of several thousands of pounds annually have found their sales diminish to as many hundreds, while articles ostensibly bearing their trademark are being sold to a larger extent than before.

The majority of these fraudulent imitations are said to proceed from Germany, and forged labels, corks, &c., are introduced into the country from the same source, and are employed to pass off as genuine spirits poisonous decoctions which are manufactured in Egypt.

False invoices.

Another unscrupulous device is adopted by certain traders. It is the practice of some continental firms to forward to their customers in Egypt two invoices, one of which is intended for the custom-house and bears a considerably lower value than the other. This trick is, of course, soon discovered, and the consignee is a marked man, but it is obvious that such conduct is calculated to injure honest traders, and to deprive genuine invoices of their proper value.

Horses.

An attempt has recently been made to improve the breed of horses in Egypt, and for this purpose a Government commission was appointed last year. Pure bred Arab stallions have been purchased and stationed in various districts. Horse shows have been held in these districts and a large number of certificates have been delivered to the owners of such mares as were considered by the commissioners to be sufficiently sound and promising, entitling them to the use of the Government stallion stationed in their district. Almost all horses in Egypt are of Syrian origin, and Egypt is dependent for her supplies on Syria. The exportation of horses from Syria is frequently prohibited for varying periods by the Turkish authorities, which results in an inconvenient scarcity and dearness. It is to be hoped that continued efforts will be made to encourage horse-breeding in this country.

RETURN of all Shipping at the Port of Alexandria during the Year 1892.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	664	933,911	...	...	664	933,911
French	127	285,519	...	...	127	285,519
Ottoman	183	161,809	761	86,475	944	248,284
Italian	120	195,633	14	6,350	134	201,983
Austro-Hungarian	127	190,930	12	7,032	139	197,962
Russian	79	121,657	...	...	79	121,657
Swedish and Norwegian	36	46,763	...	...	36	46,763
Greek	7	7,853	111	24,082	118	31,935
Portuguese	9	20,605	...	...	9	20,605
German	13	16,109	...	...	13	16,109
Danish	5	5,763	...	...	5	5,763
Spanish	3	2,747	...	...	3	2,747
Samiote	...	...	23	1,851	23	1,851
Jerusalem flag ...	...	...	15	611	15	611
Montenegrin ...	...	...	3	423	3	423
Total	1,373	1,989,299	939	126,824	2,312	2,116,123
,, for the year preceding ...	1,252	1,682,976	...	124,741	2,163	1,807,717

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	658	922,935	...	...	658	922,935
French	121	270,022	...	...	121	270,022
Ottoman	181	153,095	773	85,474	954	238,569
Italian	122	198,653	13	6,479	135	205,132
Austro Hungarian	121	183,892	12	7,600	133	191,492
Russian	78	118,394	...	...	78	118,394
Swedish and Norwegian ...	35	46,960	...	...	35	46,960
Greek	6	6,320	113	24,904	119	31,224
Portuguese	9	20,605	...	...	9	20,605
German	16	16,111	...	...	16	16,111
Danish	5	5,763	...	...	5	5,763
Spanish	3	2,747	...	...	3	2,747
Samiote	...	...	11	1,411	11	1,411
Jerusalem flag ...	...	...	12	565	12	565
Montenegrin ...	...	...	2	282	2	282
Total	1,355	1,945,497	936	126,715	2,291	2,072,212
,, for the year preceding ...	1,223	1,635,995	935	129,721	2,158	1,765,716

RETURN of Principal Articles of Export from Alexandria during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton	Lbs. ...	447,787,382	9,058,982	375,415,754	9,213,547
Cotton seed	Tons ...	28,681	1,971,798	23,670	1,583,587
Cane sugar	,, ...	48,426	722,086	40,847	587,012
Beans	Quarters ...	640,660	710,330	791,250	931,132
Wheat	,, ...	188,891	244,946	415,135	526,096
Rice	...	...	140,560	...	128,795
Maize	Quarters ...	147,261	121,924	489,254	445,001
Onions	Tons ...	33,267	116,996	23,820	89,713
Raw hides	...	..	47,262	...	47,711
Lentils	Quarters ...	45,381	44,484	78,407	82,103
Tanned hides	...	...	43,503	...	40,315
Metals and metal goods	...	...	40,710	...	45,935
Raw wool	Lbs. ...	1,676,974	35,009	1,780,433	36,632
Rags	...	...	33,366	...	24,838
Other vegetables	...	...	33,046	...	26,341
Barley	...	...	28,841	...	126,899
Tomatoes	...	...	26,320	...	20,781
Animals, quails, &c.	...	...	24,047	...	30,359
Wooden furniture and cane ...	...	...	22,108	...	18,155
Molasses	...	...	20,694	...	17,919
Miscellaneous textiles	...	...	19,899	...	23,772
Cotton fabrics	...	...	17,820	...	28,111
Henna	...	...	17,197	...	16,356
Dates	...	...	13,721	...	4,100
Flour	...	...	11,325	...	23,005
Beeswax	...	...	8,122	...	10,146
Chemical products	...	...	7,098	...	11,335
Other articles	...	...	84,746	...	78,292
Total	...	...	13,666,940	...	14,218,488

RETURN of Principal Articles of Import into Alexandria during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton fabrics	Yards	3,324,859	1,375,866	3,323,683	1,775,481
Coal	Tons	619,822	632,916	469,795	485,691
Iron and steel	,,	42,363	457,976	33,321	486,581
Timber and wood	...	...	456,168	...	443,341
Miscellaneous textiles	...	...	378,887	...	352,767
Hosiery and clothing	...	...	370,242	...	368,040
Leaf tobacco	...	...	334,163	...	138,189
Coffee	Lbs.	7,469,486	293,299	7,692,018	302,373
Machinery	...	...	273,361	...	171,678
Indigo	Lbs.	1,463,215	256,132	1,255,613	178,022
Live animals	...	...	247,734	...	186,091
Fresh and dried fruits	...	...	234,824	...	207,331
Metals and metal goods	...	...	196,441	...	217,561
Animal food, butter, &c.	...	...	187,015	...	167,927
Woollen fabrics	Yards	2,204,192	176,268	2,176,562	205,328
Petroleum	Cases	843,262	164,257	700,423	147,844
Miscellaneous cereals and vegetables	Lbs.	...	156,725	...	107,473
Wood and cane furniture	...	...	156,545	...	68,580
Raw silk and silk thread	Lbs.	425,002	155,974	503,010	200,951
Rice	...	...	155,917	...	134,333
Cotton yarn	Lbs.	4,502,691	151,141	5,659,372	216,758
Oils and spirits	...	...	147,456	...	138,968
Wines	...	...	138,565	...	155,351
Haberdashery	...	...	135,775	...	152,440
Porcelain, earthenware, china and glass	...	...	133,771	...	139,284
Common soap	Lbs.	13,526,064	126,283	9,748,846	94,497
Perfumery and chemicals	...	...	118,542	...	120,521
Silks, fabrics, and ribbons	...	...	109,110	...	114,189
Flour and meal	Lbs.	19,114,187	108,730	17,584,712	98,193
Cigarette paper and writing paper	...	...	103,143	..	98,513
Olive oil	...	...	101,336	...	87,071
Carpets, woollen covers, &c.	...	...	99,508	...	115,478
Sacks	...	10,778,076	99,428	17,862,158	167,737
Charcoal and firewood	...	...	92,815	...	114,689
Wheat	...	...	91,823	...	42,934
Boots and shoes	Pairs	687,067	91,031	577,359	84,581
Miscellaneous animal produce	...	...	78,030	...	70,019
Hides	...	...	67,942	...	58,746
Colours and dyes	...	...	58,562	...	57,114
Beer	Barrels Bottles, doz.	58,764 70,120	58,232	58,114 73,585	59,315
Spices	...	...	47,784	...	53,932
Marble, stone, lime, and cement	...	...	46,679	...	46,529
Hats, caps, and tarboushes	...	...	39,379	...	40,616
Preserved vegetable food	...	...	35,756	...	36,783
Refined sugar	Lbs.	3,838,850	31,387	6,875,125	57,803
Printed paper and books	...	...	26,257	...	20,453
Leather goods	...	...	23,763	...	23,996
Alcohol	...	...	22,533	...	20,253
Tumbeki	Lbs.	577,258	13,449	530,345	13,351
Cigars	...	...	8,850	...	12,614
Other articles	...	...	142,315	...	173,054
Total	...	...	9,215,079	...	9,031,364

TABLE showing the Total Value of all Articles Exported from and Imported to Alexandria to and from Foreign Countries during the Years 1892–91.

Country.	Imports.		Exports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	3,137,950	3,513,302	8,099,820	9,163,784
Turkey	1,940,633	1,487,321	450,899	398,779
France	876,717	909,639	1,106,392	1,118,561
Austria	804,203	879,879	576,578	641,842
English Possessions in the far East	625,224	546,817	25,564	19,349
Belgium	367,945	262,599	135,396	80,489
Russia	356,028	362,996	1,778,873	1,665,666
Italy	283,959	287,279	627,040	741,683
Germany	184,354	154,411	320,793	51,805
English Mediterranean Possessions	142,701	162,640	24,145	17,103
Sweden	86,827	65,084	11	..
China	85,713	89,708	726	1,201
Roumania	58,204	60,819	6,099	12,053
Morocco	41,494	37,811	1,790	12,677
United States	35,968	21,975	172,461	83,307
Greece	35,470	30,914	10,845	23,286
French Mediterranean Possessions	23,414	28,611	17,719	13,506
Spain	3,534	448	161,234	112,042
Other countries ..	124,741	129,111	150,555	61,352
Total	9,215,079	9,031,364	13,666,940	14,218,488

LONDON:
Printed for Her Majesty's Stationery Office,
BY HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 8 | 93—H & S 1611)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1152.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

AGRICULTURE OF THE CALAIS CONSULAR DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 842.

Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—39.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.

No. 1152.

Reference to previous Report, Annual Series No. 842.

FRANCE.

CALAIS.

Consul Bonham to the Earl of Rosebery.

My Lord, *Calais, February* 7, 1893.

I HAVE the honour to transmit to your Lordship herewith enclosed the Report on Agriculture for my Consular District, which includes the Departments of the Nord (except the town of Dunkirk), the Pas-de-Calais, and the Somme.

I have, &c.

(Signed) E. W. BONHAM.

Report on Agriculture for the Consular District of Calais for the Year 1892.

ABSTRACT of Contents.

	PAGE
General remarks	1
Details as to crops	2
Statistics as to crops, &c., in the Nord	3
Market prices	4
Diseases amongst animals	5
Animals in the Nord	10
Weights and measures	10

General remarks.

The unusually severe winter of 1890–91 proved disastrous to agriculture; the severe frost which in many parts came before there was any snow to cover and protect the ground, penetrated deep into the soil and killed vegetation, trees and shrubs suffered much. A large extent of land had to be re-sown, and instead of genial spring coming to cheer the agriculturist, and indeed people in general, we had such a cold spring that it was almost a prolongation of an ordinary winter, until a very short spell of

hot weather in June, this was followed by rain and cold weather, which caused hopes for the grain crop to fall; at the end of August the weather improved, and the harvest, though late, proved better than was at one time anticipated, still it was undoubtedly deficient.

The winter of 1891–92 was severe but not like the previous one, and seed was got in under more favourable conditions, but the crops did not prove as good as had been hoped for; for although the winter was not so severe the spring was extremely cold and frosts continued into March, and there was again a spell of relatively very cold weather with frosts in April, which did much damage, besides which all crops suffered from the dry season and want of rain.

Hay, lucerne, and green crops generally are stated to have been poor; beetroot average, but suffered much from drought; oats, fairly good crop; potatoes good; beans not good. With regard to wheat the crop was undoubtedly good, though the straw was somewhat poor owing to the drought. The weather was very favourable during the early part of the grain harvest, and those who got in their corn early did very well; the crop of wheat is returned as having been good in the departments of the Nord and Somme and fairly good in the Pas-de-Calais.

TABLE showing the Result of the Wheat Crops during the Years 1891–92.

Department.	1891.		1892.	
	Acres.	Quarters.	Acres.	Quarters.
Nord	296,742	991,120	297,773	1,154,520
Pas-de-Calais	409,938	1,083,944	399,707	1,056,893
Somme	153,560	357,168	297,773	1,036,002

The increased area sown with wheat in the Somme is rather startling.

Details as to crops.

Nord.—In annexes Nos. 1 to 3 I give tables which show, in great detail, the nature of the various crops in the department of the Nord, the extent of land under each, and the yield during the years 1890 and 1891. It will be observed that much less land was sown with wheat and barley during the latter year, as also that the average yield was less, having been in wheat, 21·74 hectolitres per hectare, or about 24 bushels per acre, against 24·60 hectolitres per hectare, or about 27½ bushels per acre in the former year; and barley, 38·93 hectolitres per hectare, or about 43 bushels per acre, against 41·63 hectolitres per hectare, or about 46 bushels per acre; on the other hand a larger extent of land was sown with oats, and the yield of 48·44 hectolitres per

hectare, or about 54 bushels per acre, in 1890 rose to 52·50 hectolitres per hectare, or about 58 bushels per acre, in 1891.

The number of animals on farms in the Nord will be found in annex No. 4.

Pas-de-Calais.—The annuaire states that land having a superficial area of 765,165 acres produced in 1891 about 2,694,535 imperial quarters of grain; 19,609 hectares (48,457 acres) planted with potatoes yielded 1,502,447 quintals, against a yield of 1,547,424 quintals from 19,104 hectares in 1890; as to beetroot, 31,305 hectares (77,359 acres) yielded 8,831,349 quintal, against a yield of 10,083,537 quintals from 33,279 hectares; 8,026 hectares (19,834 acres) devoted to the cultivation of oleaginous plants yielded 113,370 hectolitres of grain, against 144,757 hectolitres from 8,544 hectares of land; and the extent of land devoted to the cultivation of flax was 2,516 hectares (6,217 acres), against 3,044 hectares in 1890, and they yielded 90,213 quintals of fibre and 30,653 quintals of grain, against 45,543 quintals and 18,238 quintals respectively.

These figures show that not only the extent of land devoted to each kind of crop has diminished, but the more serious fact that the total area of land under cultivation in the department of the Pas-de-Calais has decreased, which, I think, shows the existence of agricultural depression more eloquently and in a more convincing manner than any dissertation as to diminished rents and difficulty in their collection.

The following table giving details of the land under grain crops shows that whilst wheat, rye, and barley have decreased, more land was devoted to oats:—

Articles.	Area in English Acres.		Yield in Imperial Quarters.	
	1890.	1891.	1890.	1891.
Wheat	426,035	409,938	1,144,571	1,083,944
Wheat and rye	22,876	19,013	50,848	50,273
Rye	35,782	31,841	80,478	70,899
Barley	52,650	51,807	265,959	259,212
Oats	242,560	252,566	1,219,862	1,230,206
Total	779,903	765,165	2,761,718	2,694,534

TABLE showing the Wholesale Market Prices of Corn and Meat during the First Fortnight of September in each of the last Three Years.

Articles.		1890.		1891.		1892.	
		Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
		Fr. c.	£ s. d.	Fr. c.	£ s. d.	Fr. c.	£ s. d.
Beef	Kilogramme..	1 73	..	1 75	..	1 75	..
„	Lb.	..	0 0 7½	..	0 0 7⅝	..	0 0 7⅝
Mutton	Kilogramme..	2 15	..	2 12	..	2 14	..
„	Lb.	..	0 0 9¼	..	0 0 9¼	..	0 0 9⅜
Veal	Kilogramme .	1 95	..	1 96	..	1 97	..
„	Lb.	..	0 0 8½	..	0 0 8½	..	0 0 8⅝
Wheat	Hectolitre ..	18 86	..	20 34	..	16 15	..
„	Quarter ..	..	2 3 9	..	2 7 2	..	1 17 5
Barley	Hectolitre ..	11 31	..	11 00	..	9 90	..
„	Quarter ..	..	1 6 3	..	1 5 6	..	1 3 0
Oats	Hectolitre ..	8 49	..	8 18	..	6 72	..
„	Quarter ..	..	0 19 8	..	0 19 0	..	0 15 7
Potatoes	Hectolitre ..	4 67	..	5 79	..	4 77	..
„	Bushel ..	..	0 1 4⅜	..	0 1 9	..	0 1 5

In the annuaire of the Pas-de-Calais, from which I have extracted the above information, I also find the prices taken at the valuations (prisées) at the markets of St. Remy and St. André, which I give below.

The price of grain rose much in 1891 owing to the prospect of a deficient harvest, which proved correct, in consequence of which the customs duty was reduced for one year, viz., until May 31, 1892, and a large quantity of foreign grain was imported; last autumn the prices fell again partly owing to this import, but more especially owing to a good yield, and they were lower than they had been for many years past.

PRICES ruling at the Market of St. Remy on October 1, during the Years 1890 to 1892.

Articles.	1890.		1891.		1892.	
	Per Hectolitre.	Per Quarter.	Per Hectolitre.	Per Quarter.	Per Hectolitre.	Per Quarter.
	Fr. c.	£ s. d.	Fr. c.	£ s. d.	Fr. c.	£ s. d.
Wheat (blé froment)	19 16	2 4 6	20 26	2 7 0	16 90	1 19 2
Wheat (blé de fermage)	17 97	2 1 8	19 08	2 4 3	16 06	1 17 3
Rye	12 46	1 8 11	14 65	1 14 0	10 69	1 4 10
Oats	7 60	0 17 7	7 35	0 17 0	6 28	0 14 7
Winter barley ...	12 01	1 7 11	11 09	1 5 9	11 01	1 5 6
Wheat and rye mixed	16 02	1 17 2	17 37	2 0 3	14 96	1 14 8

PRICES ruling at the Market of St. Andre on November 30, during the Years 1890 to 1892.

Articles.	1890.		1891.		1892.	
	Per Hectolitre.	Per Quarter.	Per Hectolitre.	Per Quarter.	Per Hectolitre.	Per Quarter.
	Fr. c.	£ s. d.	Fr. c.	£ s. d.	Fr. c.	£ s. d.
Wheat (blé froment)	18 44	2 2 9	19 91	2 6 2	16 53	1 18 4
Wheat (blé de fermage)	17 60	2 0 10	19 04	2 4 2	15 76	1 16 7
Rye	12 22	1 8 4	14 30	1 13 2	10 72	1 4 10
Winter barley ...	12 26	1 8 5	12 34	1 8 8	12 13	1 8 2
Oats	6 70	0 15 7	6 77	0 15 9	6 78	0 15 9

Diseases amongst Animals.

Pas-de-Calais.—The veterinary surgeon of this department in his annual report to the Prefect for the 12 months ending June 30, 1892, which is a much longer report than usual, begins by saying that things at first appeared hopeful, but during the year his services had to contend successively or simultaneously with glanders amongst horses; pleuro-pneumonia, tuberculosis, anthrax, Diseases amongst animals.

and foot and mouth disease among cattle; sheep-pox, foot and mouth disease, and sheep scab amongst sheep; foot and mouth disease amongst goats; swine fever, pneumonia, enteritis (la pneumo-enteriti-infectieuse), and foot and mouth disease amongst pigs; and lastly, rabies amongst dogs.

Pleuro-pneumonia.

He states there were few cases of pleuro-pneumonia reported, but describes the various methods adopted by owners of stock to avoid the law; some sell their animals, then claim indemnity from the State, making a false declaration as to the price realised; for example, declare an animal of the estimated value of 16*l.* to have been sold for 8*l.* only, whereas in reality it was sold for 10*l.*, if to this is added 8*l.* from the State, the owner realises a profit of 2*l.* per beast. Others, so as not to be hampered in their business, do not report cases; sometimes they slaughter animals and sell their meat, getting rid of the lungs; as doing this frequently might cause suspicion, recourse is had to a man of straw, who takes the animal, say, to the Lille slaughter-house, at risk of spreading contagion along his route, in railway trucks, &c. The inspector at the slaughter-house reports the case, but the information is then of no use, as the consignor has no other animal, he having been only an accomplice for the evasion of the law.

He goes on to say the veterinary inspector has to report cases to the mayor of the parish from which the diseased animal came, but he cannot do so by post or telegraph, as he has no funds to pay the cost, so the information is despatched by a circumlocution office taking a week to reach its destination.

Tuberculosis.

This disease levied its usual tribute of cattle during the year; it was specially noted in the slaughter-houses at Arras, Douai, and Lille, the latter received infected animals in considerable numbers, since for several months not a week passed without one or more cases being reported as having been brought from the Pas-de-Calais.

Anthrax.

He states that this malady develops so rapidly that the veterinary seldom arrives until the animal is dead.

Sheep-pox.

The existence of sheep pox in the department was first recognised on January 8, 1892, in the commune of Longuenesse; enquiry proved it had been brought there by sheep bought in December, 1891, in the Department of the Nord, which had some days previously been, with others, recently imported from Algeria, for which reason only he considers they should have been looked upon with suspicion, since, nine times out of ten, sheep coming from thence bring the sheep-pox with them; although it may be true that by a privilege of race they themselves have the disease in a very mild form, they invariably convey it to the local breeds, amongst which it assumes the grave character by which the disease is known in the north-west of Europe; he attributes all the outbreak of this disease to the infection brought to France by the sheep which are constantly being imported from Algeria.

Foot and mouth disease.

He represents the outbreaks of foot and mouth disease during the period under review as having been extremely severe and wide-spread; the markets were closed for 2 months; but owing to

the serious inconvenience and heavy losses this measure caused to stock owners, it was found necessary to re-open them under certain restrictions as to inspection of animals, disinfection, &c., he says that the centres of infection are so numerous that an early disappearance of the malady cannot be anticipated: he appears to think that the infection spread from the Department of the Nord, into which it had been brought by animals smuggled into France along its north-east frontier.

Swine fever.

For several years this malady has prevailed where pigs are bred, especially in the neighbourhood of St. Pol, Montreuil, and Boulogne; the regulations as to pigs being moved in carts having produced good results, he considers they should be maintained, and that carts ought to be disinfected by being washed with a solution of sulphate of copper, which would be a good thing even if it were only done once a month.

Rabies.

Some cases of rabies occurred amongst dogs, but no human being was attacked by this awful malady.

Nord.—The veterinary surgeon for the Department of the Nord gives the following information as to the various diseases amongst animals in 1891.

Pleuro-pneumonia.

Pleuro-pneumonia, which raged with exceptional violence during the first half of the year, decreased during its closing months, 628 animals were destroyed and 2,406 inoculated. The districts of Lille and Cambrai suffered most severely.

Foot and mouth disease.

Of this there were 13 outbreaks, which occurred in nine different parishes (communes), and 63 animals were affected. It was not serious.

Glanders and farcy.

Seven horses were slaughtered from this cause against nine in the previous year; three of the cases were in the district of Valenciennes, two in that of Cambrai, and one each in the districts of Lille and Douai.

Anthrax (fièvre charbonneuse).

There were 23 outbreaks of anthrax ("Fièvre charbonneuse") in the same number of communes. Of 39 animals attacked all but one succumbed. The district of Avesnes was the most affected, and the veterinary surgeon says it is thought the malady was introduced into the country by oil-cake brought from Bombay in vessels which had previously been used for the conveyance of the flesh and hides of animals affected with anthrax.

Anthrax (charbon symptomatique).

The disease in this particular form only appeared in the district of Avesnes in which it appeared in five different communes, attacking seven beasts, all of which died.

Rabies.

Rabies appeared in 33 communes, 42 dogs, 1 cat, 1 heifer, and 2 horses were proved to have been attacked with it. Of 16 persons bitten, 14 were sent to the Pasteur Institute and underwent the course of treatment with success. 2 women who underwent no treatment died of the disease. 175 dogs were killed under the suspicion or certainty of their having been bitten.

Tuberculosis.

Tuberculosis is far from having disappeared. It appeared in 38 stables situated in 37 communes and 46 animals were attacked by this disease, besides which in 6 slaughter-houses 128 cattle were detected suffering from this malady.

Swine fever.

Swine fever was reported in the three districts of Avesnes, Dunkirk, and Lille; 56 pigs were affected and 39 died.

General Remarks.

General remarks on diseases amongst animals.

The above reports are the most reliable sources from which to obtain information as to diseases amongst animals; there is considerable reticence in giving any information on the subject. It is much desired that the restriction on the import of cattle into England should be removed, but I think it would be very rash to do so; there is no doubt much disease exists here, also its existence is often concealed and in practice the measures taken for prevention and disinfection leave much to be desired.

In January, 1892, I had to report a serious outbreak of sheep-pox in the Nord and Pas-de-Calais. In May last foot-and-mouth disease existed to a very serious extent, markets were closed and when re-opened in July certain restrictions were still imposed as the disease had not been eradicated and I frequently heard of its still existing up till near the end of the year.

There has been an outbreak of typhoid fever amongst horses this year in the immediate vicinity of Calais, and I am told about a dozen have died.

Swine fever is also stated to exist.

Annex 1.—ACREAGE and Yield of Land under Grain in the Department of the Nord in the Years 1890–91.

Nature of Grain.	1890.			1891.		
	Number of Hectares Sown.	Total Yield.		Number of Hectares Sown.	Total Yield.	
		Grain.	Straw.		Grain.	Straw.
		Hectolitres.	Quintals.		Hectolitres.	Quintals.
Wheat	139,351	3,429,355	5,145,879	117,992	2,565,729	4,494,850
Wheat and rye, mixed	1,359	37,802	41,411	484	12,373	14,105
Rye	9,591	216,146	390,629	7,930	163,787	330,839
Barley	10,329	430,074	332,074	9,204	358,370	296,937
Buckwheat	10	288	376	8	160	200
Oats	54,639	2,647,089	1,934,576	61,803	3,241,611	2,195,507
Millet	95	1,915	3,235	91	1,825	2,095

Annex 2.—RETURN showing Acreage, Yield, and Value of Crops other than Cereals in the Department of the Nord during the Years 1890–91.

Nature of Crops.	Numbers of Hectares Sown.		Total Yield in Quintals.		Total Value of Crops.	
	1890.	1891.	1890.	1891.	1890.	1891.
					£	£
Sugar beet	37,194	35,085	11,158,538	9,272,815	895,760	883,080
Other beet	15,359	16,788	7,198,678	8,294,514	380,756	479,524
Potatoes	21,357	21,345	1,498,020	1,258,646	404,767	411,368
Artificial pasture, clover, lucerne, sainfoin, &c. ...	29,937	27,890	1,644,492	1,302,339	379,826	452,220
Green crops (fourrages annuels) ...	20,923	22,360	1,718,308	1,654,731	260,250	364,041
Temporary pasture (rye-grass, &c.) ...	554	392	87,455	56,488	8,321	5,036
"Prés naturels," pastures	37,193	34,146	2,391,144	1,365,909	440,875	266,264
Grass (herbages) ...	18,681	20,735	785,930	707,866	114,734	98,882
Tobacco	564	569	14,807	15,234	44,311	48,748
Hops...	966	771	24,545	7,997	303,726	42,652
Hemp—						
Tow ... }	134	103 {	1,275	960	3,478	2,828
Grain ... }			826	1,074	571	554
Flax—						
Tow ... }	4,878	4,133 {	34,077	34,295	149,938	126,640
Grain ... }			[29,694	26,158	34,093	26,938
Colza	1,533	629	34,277	10,876	40,019	12,325
Poppy	1,345	1,380	15,410	16,422	26,755	25,022
Camelina	320	426	3,513	4,703	3,215	4,220
Rape...	2	...	30	...	44	...

Annex 3.—RETURN showing other Farm Produce in the Department of the Nord during the Years 1890–91.

1890

Nature of Produce.		Total Production.	Total Value in Sterling.	Average Value in Currency.
			£	Fr. c.
Milk	Hectolitres	4,619,489	3,265,143	17 97
Wool	Quintals ..	6,090	29,909	122 78
Bees (5,207 hives)—				
Honey	Kilos. ..	23,730	1,621	1 70
Wax	„ ..	6,776	853	3 14

1891.

Nature of Produce.		Total Production.	Total Value in Sterling.	Average Value in Currency.
			£	Fr. c.
Milk	Hectolitres	4,218,143	2,967,186	17 59
Wool	Quintals ..	10,441	44,647	106 90
Bees (4,892 hives)—				
Honey	Kilos. ..	15,758	1,114	1 76
Wax	„ ..	12,693	1,515	2 99

Annex 4.—TABLE giving Details as to Animals on the Farms in the Department of the Nord.

Description.	Number existing on December 31.		Number lost by Accident, Disease, or Age.	
	1890.	1891.	1890.	1891.
Horses	81,802	80,877	1,728	1,632
Mules	1,977	2,077	35	39
Donkeys	2,825	2,093	62	38
Cattle—				
Bulls	5,953	5,862	98	134
Oxen	11,113	11,757	106	134
Cows	173,813	167,720	3,098	2,766
Young stock	96,668	91,870	4,742	4,236
Sheep and lambs ..	95,830	90,553	2,573	2,113
Pigs	83,016	81,319	3,528	2,970
Goats	20,533	19,131	724	609

WEIGHTS AND MEASURES.

1 imperial quarter	= 2·90 hectolitres (French).
1 hectare (French)	= 2·4711 acres (British).
1 hectolitre „	= 2·7512 bushels „
1 „ „	= 22·01 gallons „
1 quintal „	= 220·4 lbs. avoirdupois (British).
1 kilogramme (French)	= 2·2046 lbs. „ „

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 2 | 93—H & S 1459)]

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1158.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

GENERAL TRADE OF FRANCE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 981.

Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—45.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Page.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d
1097.	Chungking	9d.
1098.	Nagasaki	1d
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	½d.
1151.	Florence	½d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.

No. 1158.

Reference to previous Report, Annual Series No. 981.

FRANCE.

PARIS.

The Marquis of Dufferin and Ava to the Earl of Rosebery.

My Lord, *Paris, February* 20, 1893.

I HAVE the honour to transmit herewith to your Lordship a Report which I have received from Sir Joseph Crowe on the Trade of France during the year 1892.

I have, &c.

(Signed) DUFFERIN AND AVA.

Sir J. Crowe to the Marquis of Dufferin.

My Lord, *Paris, February* 20, 1893.

I HAVE the honour to enclose my Report on the Trade of France for the Year 1892.

I have, &c.

(Signed) J. A. CROWE.

Report on the Trade of France for the Year 1892.

ABSTRACT of Contents.

	Page
General aspect of French trade; the years 1891–92 compared	2, 3
French commerce under the new tariff	3
Decrease of imports and exports	3
Effect on the revenue and on shipping	3, 4
Trade of France with various States; Imports from particular States	4, 5
Exports	5, 6
Trade in food products	6
Corn duties; the harvest and prices	6
The wine trade	6, 8
Spirits; meat	8

ABSTRACT of Contents—continued.

	PAGE
Cattle and other agricultural produce	9
Raw materials; timber duties	9, 10
Silk and wool prices	11
Manufactured goods; diminished import and export	11, 12
Silk stuffs; state of the trade; effect of duties	13, 14
Woollens; over production; increased export and amount produced; decline of imports	14, 15
Special trade of France and Great Britain	15-17, 18
Railway traffic; inland navigation	18, 19
Exchange and its effects on the circulation of French money	19
Movement of bills and cheques	19, 20

General features.

The year which has just expired is acknowledged to have been unfavourable to the commerce of France. A large decrease has taken place in the home and foreign trade; and zealous upholders of the present policy of the country can only console themselves with the knowledge that the great bulk of imports is still above the average of the last 5 years. A permanent falling-off in imports of about 2½ per cent. all round is willingly admitted, yet considered of slight account, since English imports are known to have diminished in the same period by 2¾ per cent. Meanwhile French exports are also shrinking; and 1892 shows a diminution of their value estimated at nearly 7,000,000 fr. Yet what, it is said, is 7,000,000 fr. on a total trade of 3,500,000,000 fr., and, were it not for Spain, which was unkind enough to raise her tariff and cause detriment to French business to the extent of about 2,000,000*l.*, France would be very prosperous.

But these sanguine statements will not bear close examination even though we should neglect the fact that reprisals had not been started in 1892 by any other nation than Spain, and retaliation may be still more felt in 1893.

The figures, too, which have been exclusively quoted by partisans of the present French commercial system are those of the 12 months of 1892, which are naturally compared with those of the corresponding period of 1891, whilst the tariff which affected commercial exchanges only came into force on February 1, 1892. The month of January was spent by importers in stocking the market of France, by exporters in stocking the markets of foreign countries. The statistics of January, 1892–91, must be eliminated if an approximately true picture is to be produced; and even then, the canvas will be more distorted than many persons would believe.

Comparison of trade for 1891–92.

Taking the figures of the whole year first—

TABLE showing the Value of the Total Imports and Exports of France from all Countries during the Years 1891–92.

	Currency.		Sterling.
	1891.	1892.	Decrease in 1892.
	Francs.	Francs	£
Imports	4,767,867,000	4,412,379,000	14,219,520
Exports	3,569,737,000	3,562,909,000	273,120

But if we subtract from both the figures of January, the return takes the following shape— French commerce under the new tariff.

TABLE showing the Value of the Total Imports and Exports of France from all Countries during the Years 1891–92.

	Currency.	
	1891.	1892.
	Francs.	Francs.
Imports	4,459,224,000	3,922,422,000
Exports	3,368,194,000	3,323,042,000

The decrease of imports since the promulgation of the tariff in 1892 as compared with the corresponding period in 1891, ciphers with 21,472,000*l.* The decrease of exports with 1,806,080*l.* Decrease of imports and exports.

These untoward results were probably not realised to the full extent by those who contributed to their attainment. It was doubtless expected that whilst better protection would be given to French produce on French markets, the charge on consumers would be balanced by a large additional customs' revenue. But even this consolation is in a great measure withheld; and the increased receipts from duties on foreign goods, which were estimated at first at 3,000,000*l.*, have not procured one half of that sum, whilst stamps, which are an important source of income when trade prospers, are much less than the estimate. Effect on the revenue.

The lowest amount expected from customs in the budget of 1892 was 407,769,700 fr. (16,310,788*l.*), representing an increase of over 2,000,000*l.* on the revenue of the previous year from that source. Stamps were put at the moderate figure of 168,670,300 fr. with a margin of improvement of 2,000,000 fr. only. Neither of these estimates was realised. Customs brought in 389,000,000 fr. an increase of only 37,500,000 fr. Stamps yielded 156,000,000 fr.,

that is 10,000,000 fr. less than last year. The French consumer paid more for the import of foreign goods than he ever paid before. The value of the goods for which he bore this burden was less by 21,500,000*l.* than that of the goods imported in the previous year.

Effect on shipping.

French shipowners expressed their conviction early that the new tariff, with its enhanced dues for many articles arriving by sea, would be ruinous to them. The annual returns show that the number of ships entered and cleared at French ports was 46,844 ships, with a total of 22,141,791 tons, in 1892, against 51,573 ships, of 25,135,485 tons, in 1891. The decrease, 3,000,000 tons, has not been felt at Calais, Dieppe, or Nantes. At Rouen the tonnage has even increased by 462,000 tons and 486 ships. But Havre lost 390 ships and 345,000 tons. Bordeaux lost 255 ships with 121,000 tons, Marseilles 1,351 ships with 1,032,400 tons. Marseilles, in addition to the depression caused by the general condition of the shipping market, has incurred additional losses from the contraction of imports, and has been, or will be, deprived of her carrying trade in corn, oil seeds, and silk, in the direction of Switzerland. It is to be expected that many continental nations will resent the infliction of a high French tariff by diverting their goods from Dunkirk, Havre, and Marseilles, to Antwerp, Amsterdam, Hamburg, and Genoa.

Trade of France with various States.

A new arrangement of statistics allows us, for the first time, to obtain early returns of the distribution of French trade, and although it is apparent in many ways that the figures are not as yet collected and published with accuracy, the general result may be accepted as an approximation to the truth. The principal countries from which France receives goods are, in the order of their importance last year: the United States, Great Britain, Belgium, Germany, Spain, Italy, Switzerland.

This order is changed in the case of goods exported from France, the States being counted in the following order: Great Britain, Belgium, Germany, the United States, Switzerland, Italy, Spain.

The imports into France are given for the years 1891–92 as follows:—

TABLE showing the Value of Imports into France during the Years 1891–92. Imports.

Country.	In Million Francs.		
	1892.	1891.	Increase or decrease in 1892.
From United States	560·5	486·3	+ 74·2
Great Britain	560·4	589·1	− 28·7
Belgium..	413·0	486·5	− 67·5
Germany	341·3	336·2	+ 5·1
Spain	287·1	411·6	− 124·5
Italy	133·8	123·5	+ 10·3
Switzerland	92·9	103·3	− 10·4

The United States increase is on cotton for 18,000,000 fr., and corn and flour 49,000,000 fr. Italy gains 5,500,000 fr. in wine alone. The German advance is spread in small items over the greater part of the area of commerce.

Belgium loses 7,000,000 fr. on coal and coke, 26,000,000 fr. on corn and flour and bread, the old frontier trade in loaves, which was worth 13,000,000 fr., having been entirely stopped. Further deficiencies to be noted are 9,000,000 fr. less meat, 6,000,000 fr. less timber, and 5,000,000 fr. less wool.

The most notable shrinking is that of the wine supply from Spain to France. We find the reduction on that article alone extend to about 88,000,000 gallons, valued at the comparatively low figure of 131,000,000 fr. (5,240,000*l.*).

England's losses are 8,000,000 fr. on woollens, 4,500,000 fr. on cottons, 4,000,000 fr. on silks, 14,000,000 fr. on raw wool, 3,000,000 fr. on raw skins, 3,000,000 fr. on cotton yarn, 6,000,000 fr. on jute, 5,500,000 fr. on meat. All these losses are but partially covered by increases on nickel, 4,500,000 fr.; bitumen and tar, 8,500,000 fr.; straw and chip plait, 2,500,000 fr.; copper, 6,000,0000 fr.; pottery and glass, 2,000,000 fr.; lead, 2,500,000 fr.

The returns of French exports display improvement for all countries except Spain:— Exports.

Country.	In Million Francs.		
	1892.	1891.	Increase or decrease in 1892.
To Great Britain	1,064·0	1,016·0	+ 48
Belgium	527·4	500·2	+ 27
Germany	366·1	364·0	+ 2
United States	251·4	247·5	+ 4
Switzerland	235·5	234·7	+ 0·8
Italy	138·4	125·5	+ 13
Spain	138·0	181·1	− 43

France poured into England and Belgium part of the abundance of woollens for which she failed to find a market in Spain and Germany. 20,000,000 fr. of those articles were added to the supply—usually enormous—which France has hitherto sent us every year. The same superabundance is noticeable as regards silks and mixed silks (14,000,000 fr.), body linen, men's clothes, playthings (7,000,000 fr.), and dress goods (6,000,000 fr.). France also transmitted to England an increased amount of prepared skins (10,000,000 fr.). Her export of raw sugar to England fell off in spite of an excess yield of 23·83 per cent. by 23,000,000 fr., or nearly 1,000,000*l.*, her beetroot crop being nearly 1,000,000 kilos. under that of 1891, *i.e.*, 5,625,000,000 kilos. in 1892, as against 6,473,000,000 kilos. in 1891.

These figures only deal with the business of the year, and take no special account of the various operations to which importers and exporters resorted during the month of January, 1892, to cover in advance, and at a lower duty, the requirements of the market.

We must turn to the monthly statistics for a distinct view of the business done in the 11 months February to December, which, form the first instalment of the system, ruled by a new and enhanced tariff.

Trade in food products.

Taking imports first, in divisions—familiar to French statisticians—of food products, raw materials, and manufactures, we shall observe, in the first instance, the remarkable influence of Government intervention in raising and lowering the corn duties, and the vast speculation which marked the months of January, May, and June. Food imports for the whole year, 1892, are given in the returns at 1,421,000,000 fr. Within the tariff months, February to December, 1892, they were 1,232,000,000 fr. Food importers first stocked the market with an excess, over and above an usual supply, of about 3,000,000*l.*, and then restocked it after the Government applied a sliding scale of corn duties in summer. Large as the import of 1,232,000,000 fr. may appear, it is far short of that which was required in the corresponding period of 1891, viz., 1,525,000,000 fr.; and in gauging the figures of French imports, and regretting their general decline, we must bear in mind that the decrease of 1892 is due in part to the sudden change in the corn duties above alluded to, as well as to speculation consequent upon those change- and a harvest better than most people had anticipated. We may attribute to the same causes the fact that France exported 55,500,000 fr. worth of corn and flour in 1892, which probably represents the value of the overstock. But since we are on the subject of the harvest and the corn supply of France we may complete at once the study of the whole question.

Changes in the corn duties.

The harvest.

At midsummer 1891 the prospects of a good harvest were so unfavourable that a law was enacted to reduce the duty on wheat from 5 fr. to 3 fr., and on wheat flour from 8 fr. to 5 fr. per 100 kilos. In autumn the wheat crop was known to be far short of an average; it threshed out at less than 80,000,000

hectolitres (27,586,206 quarters), worth 64,000,000*l.* The trade and the country were allowed to enjoy the lower duties till June 1, 1892, when the heavier tariff was reimposed. But speculation had full swing for a considerable time; and 5,770,000 hectolitres of wheat were imported last May, as against 787,000 hectolitres in the same month of the previous year, and similar phenomena on a smaller scale were witnessed in April and June. In consequence, however, of the comparative abundance which now set in the wheat market became overstocked—102,238,590 hectolitres had been raised in France, 18,800,000 quintals (equal to nearly 25,000,000 hectolitres) were imported, at a cost of 442,000,000 fr., and a portion of the unused surplus was exported. If the intention of the French legislature in raising the corn duties had been to raise in proportion the price of wheat in the interest of the growers, that expectation was not realised. Wheat was worth 25 fr. per hectolitre in 1884 before the customs charge was altered; at the high duty of 5 fr. per 100 kilos. it is now worth 23 fr. 35 c., in sympathy with low quotations elsewhere. The actual working of the tariff brought about a contraction of imports, not only of wheat but of barley and bread—barley, 2,000,000 cwts. in 1892, against 2,600,000 cwts. in 1891; bread and biscuit, 13,000,000 fr. in 1891, against 2,500,000 fr. in 1892. A great revolution took place in the rice trade. Hitherto the great purveyor of this grain in France has been British-India, which furnished 12,000,000 kilos. in 1892. But Indo-China has now the privilege of passing rice into France free of duty. Consequently, the import from those parts has risen from 4,000,000 kilos. in 1890 to 34,500,000 kilos. in 1892.

Price of wheat.

Rice.

Next in interest after cereals comes wine. There are two facts of interest in the history of wine in 1892. We have, on the one hand, a constant shrinking of the area planted in vines, accompanied by a reduction of the vintages; on the other hand, an artificial decrease in the import of wine from abroad, produced by restrictive customs duties, imposed for the protection of wine growers. The first result, which the growers approve, is higher price; the second, which merchants disapprove, is a diminution of consumption and export. The area under vine in France was a little over 2,000,000 hectares (5,000,000 acres) in 1882. It was 1,780,000 hectares (4,250,000 acres) in 1892. Improved cultivation has, fortunately, brought up the harvest of late to a better figure than might have been anticipated; but the yield of 1892 is 29,000,000 hectolitres (638,000,000 gallons), as against 30,140,000 hectolitres (663,000,000 gallons) in 1891. It is of little interest to trace the causes of this failure—frosts in spring, drought in summer. High-priced wines lost much in value, so that the average quotations fell from 33 fr. 50 c. (1*l.* 6*s.* 9½*d.*) to 31 fr. 40 c. (1*l.* 5*s.* 1½*d.*) per hectolitre.

The wine trade.

But it might have been expected that full play would be allowed to importers to make up the quantity required for consumption by drawing on the supplies of neighbouring

countries, and it might also have been thought likely that consumers would be favoured by facilities for the manufacture of wine from raisins. No such favours were accorded; raisins having been burdened with a high import duty, and the manufacture of wine from raisins having been charged with a heavy excise, the supply of raisin-wine fell from 1,704,000 hectolitres in 1891 to about 250,000 hectolitres in 1892. Sugar-made wines also fell off from 1,883,000 hectolitres to 1,853,000 hectolitres in the same period, and even champagne manufacture diminished from 26,000,000 bottles to 24,000,000 bottles. Annual statistics show that the import of wine into France declined from 12,280,658 hectolitres in 1891 to 9,282,901 hectolitres in 1892; Italy, Tunis, and Algiers making up in part the loss of Spanish wine due to the tariff war now waged between Spain and France. But the figures of the last 11 months of 1892 reveal how much was done to supply the French market before the new tariff was enforced. During January the quantity of wine which crossed the French frontier, chiefly from Spain, was 1,973,136 hectolitres as against 1,140,630 hectolitres in the corresponding period of the previous year, and the imports for the following 11 months were 7,309,765 hectolitres in 1892, as compared with 11,140,028 hectolitres in 1891, a diminution of 3,830,263 hectolitres (84,265,786 gallons). We may readily believe that this state of things would have been altered for the worse if Spain had not been labouring under the disadvantage of a financial crisis which caused her silver exchange with France to fall so as to be as much as 16 per cent. worse than it would have been in a normal period. It was inevitable that, in the absence of mixing wines such as Italy and Spain had long been able to consign to French merchants, the consumption and export of this beverage should diminish. The returns show a decrease of export for the whole year, 1892, of 203,240 hectolitres, and for the last 11 months the export stood as follows: 1892, 1,688,542 hectolitres, as against 1,972,975 hectolitres in 1891—a decrease of 284,433 hectolitres (6,250,000 gallons), valued at 31,000,000 fr. (1,240,000*l.*).

In the west of France cider production, which rose from 9,000,000 hectolitres to 15,000,000 hectolitres between 1891 and 1892, afforded some compensation for the falling-off in wine.

Spirits. The spirit trade remained steady without increase or decrease, and the returns show a stock of 3,000,000 hectolitres in 1892 as in 1891, imports being all but nominal. But the state of the wine trade is reflected in that of brandies, the export of which fell from 46,000,000 fr. to 40,000,000 fr. in 1892. Beer had an increased import of 21,000,000 hectolitres, representing an advance in value of 2,500,000 fr.

Meat. Fresh meat, one of the articles which came in for heavy duties under the new tariff in consideration of the depression of agriculture, was very successfully excluded from the French market in 1892. In the first 11 months of the previous year the quantity imported had been valued at 42,500,000 fr. During the same interval in 1892 the value entered was only estimated at

6,250,000 fr. This important decrease in the food of the French people caused important advances in retail price; it may or may not have been compensated by more intense production at home. No increase, at all events, appears in exports, which remained stationary; whilst a slight advance is apparent in exporting power (3,500,000 fr.) as regards cattle. Similarly reduced imports may be noted as regards grease and lard of 9,000,000 fr.; fresh fish, 10,000,000 fr.; salt fish, 1,000,000 fr.; cheese and butter, 5,000,000 fr.; and vegetables, 5,000,000 fr. Cattle and other agricultural produce.

The decline of export of salt cod is anticipated with dread by the fishermen of France. The Chamber of Commerce of Fécamp, in a recent sitting, reports the results of the fishing season in Newfoundland during 1892 to have been very poor. The catch has been moderate, and the fish small; and complaint is made that the produce of sales now hardly covers the cost of fishing. Cod fishery.

If we inquire whether, generally, the decrease of imports is balanced by similar exports in any form, we find that a slight expansion of 32,000,000 fr. on the export of corn, fruit, olive oil, refined sugar, fish, cattle, and margarine is compensated by a loss of exports of 72,000,000 fr. on cereals, vegetables, wine, brandy, raw sugar, syrups, poultry and game, grease, eggs, and butter; the chief gain on export of cattle and corn is largely counterbalanced by the loss on wine; and French food exports exhibit a decrease from 734,000,000 fr. to 696,000,000 fr. in 1892, the difference and loss being not less than 1,500,000*l.*

We get some idea of the value of the French demand for raw materials for purposes of manufacture when we observe that their price as imports seldom falls below 76,000,000*l.*, and sometimes exceeds 93,000,000*l.*; exports taking place to the extent of 29,000,000*l.* to 32,000,000*l.* Raw materials.

The total imports of raw materials into France in 1892 were estimated at 2,236,000,000 fr. (89,440,000*l.*), as against 2,349,900,000 fr. (93,996,000*l.*) in 1891. But as there was some doubt, before the tariff passed, whether raw materials of several kinds might not be burdened with duty, heavy supplies were brought in during January, 1892. After the tariff came into force, and for 11 months of last year, French manufacturers did not buy their usual supplies; the figures were—

Year.	Currency.	Sterling.
	Francs.	£
1891	2,197,800,000	87,912,000
1892	2,045,600,000	81,824,000

The principal decreases are:—

Articles.	Value.
	Millions of Francs.
Hides	41
Jute	9
Timber	9
Staves	55 to 60
Oil seeds	5
Rags	7
Hops	4
Copper	7
Chicory	5
Marble	5

These are in part counterbalanced by increased demand for:—

Articles.	Value.
	Millions of Francs.
Silk	36
Cotton	32
Flax	15
Ore	20
Wool	17

But the exports carried off again a surplus of:—

Articles.	Value.
	Millions of Francs.
Wool	16
Silk	27

Timber duties and their effects.

It is worth while to examine for a moment the consequences to France of raising the timber duties to their present exorbitant amounts. In the last 11 months of 1891 the quantity of rough and sawn oak and walnut timber imported for building purposes into France was 102,000 tons. The effect of the new duties was to reduce these figures for the same period of 1892 to 42,000 tons. The falling-off in supply of other timber during the same interval was from 3,612,000 tons to 700,000 tons. Staves had been taken into France for the making of casks in 1891 to the value of 72,000,000 fr. The amount imported in 1892 was estimated under 17,000,000 fr. The sufferers were Austria, Germany, and Sweden and Norway. Curiously enough Canada, though burdened with the duties of the general tariff and the surtax on indirect carriage kept up her trade in timber at the usual figures.

The decline of trade in hides appears to have the same causes

in France as in European countries generally; yet it may be that some reductions in the duties on prepared skins influenced the import of the material from which leather is made.

No doubt the French manufacturers of silks and woollens showed considerable activity and elasticity. Notwithstanding a rise of price in silk which began slowly but afterwards progressed in bounds till quotations at the close of last December were as much in some cases as 30 per cent. above those of February, the demand for silks for home consumption and for export remained very strong. Wool having been cheap during the whole year, a fillip was given to production, the home market was overstocked to a considerable extent, and a surplus was eventually found for export. Rise in silk prices. Cheap wool.

To what extent the French nation must have absorbed more than usual of her own manufactures may be inferred from an enormous decrease of imports of manufactured goods accompanied by stationary or reduced exports of the same class of merchandise. The figures of imports since February 1 are:— Diminished import of manufactured goods.

Currency.		Decrease in 1892.	
1891.	1892.	Currency.	Sterling.
Francs. 627,164,000	Francs. 514,650,000	Francs. 112,500,000	£ 4,500,000

There are, it is true, some increases which come out as follows:—

Articles.	In Million Francs.		
	1892.	1891.	Increase in 1892.
Nitrates	42·9	36·5	4·0
Other chemicals	45·7	40·6	5·0
Coal-tar dyes	5·1	4·6	0·5
Common earthenware	14·8	3·1	11·7
Woollen yarn	12·0	11·0	1·0
Mohair „	6·0	5·0	1·0
Carriages	7·5	6·4	1·0

But the number of important decreases is overwhelming, viz.:—

Articles.	In Million Francs.		
	1892.	1891.	Decrease in 1892.
Manufactured silks	47·7	72·0	24·0
Woollens	50·8	70·0	19·2
Cottons	23·5	41·2	17·7
Furniture	7·5	18·6	11·1
Hides and prepared skins ..	22·6	31·8	10·5
Cotton yarns	18·2	27·0	8·8
Paper and pasteboard	27·0	35·8	8·8
Iron and steel ships	6·9	14·1	7·8
Articles of collection	12·0	18·0	6·0
Machines and engines	47·1	52·0	5·0
Linen yarn	4·8	8·1	3·3
Linens	4·9	7·8	3·1
Jute stuffs	1·5	4·3	2·5
Body linen	2·6	5·1	2·5
Metalware and tools	25·0	26·6	1·6

We shall presently see how much Great Britain was involved in the losses diligently prepared by the framers of the new French tariff; how much, also, her market was used by French manufacturers to run a quantity of their goods which otherwise would, perhaps, have found another destination.

Exports—slight decrease.

The total annual export of manufactured goods from France to foreign countries was—

Currency.		Decrease in 1892.	
1892.	1891.	Currency.	Sterling.
Francs. 1,794,004,000	Francs. 1,819,334,000	Francs. 25,330,000	£ 1,013,200

The export for the 11 months of February to December were—

Currency.		Decrease in 1892.	
1892.	1891.	Currency.	Sterling.
Francs. 1,684,400,000	Francs. 1,715,800,000	Francs. 31,400,000	£ 1,256,000

The shrinking of the last quoted figures bore on—

Articles.	Amount.
	Francs.
Leatherware	16,500,000
Gold and silver ware	16,000,000
Body linen..	9,700,000
Machines and engines	8,800,000
Furniture	8,300,000
Tools and metal ware	6,300,000
Books, &c.	6,000,000
Glass and crystal	5,000,000
Cottons	3,300,000
Felt hats	2,700,000
Clocks	1,500,000
Linens	1,300,000
Linen yarns	1,200,000
Mirrors	1,000,000

In all a general loss of business of 87,600,000 fr., to balance which there was a gain of 56,600,000 fr., divided under the following heads: 7,000,000 fr. on silks, 9,400,000 fr. on skins, 12,500,000 fr. on smallware, and buttonware and toys, 7,000,000 fr. on miscellaneous chemicals, 3,000,000 fr. on woollens, 4,000,000 fr. on jute sacks, 4,000,000 fr. on musical instruments, 4,800,000 fr. on women's dress, 2,400,000 fr. on paper and pasteboard, 2,000,000 fr. men's clothes, 2,000,000 fr. on millinery and flowers, and 1,500,000 fr. on woollen yarns.

Silk stuffs.

The silk trade of Lyons, St. Etienne, and other centres of silk manufacture in France has derived a large and, perhaps, unexpected benefit from a change partly due to a demand created by fashion for pure silks as distinguished from mixed silks, and partly from the difficulties created by the new tariff in respect of the import of pure silk goods and twist and cotton woof yarns. Lyons weavers had been in the habit of using cotton woofs very largely, being allowed to import them free of duty if declared for re-export. The new tariff abolished all free temporary import of yarns, and cheap Asiatic silks have lately to a considerable extent ousted cotton and diminished the manufacture of silks dyed in the piece. The change thus produced created quite a new demand for silk, and it is to the persistence of this demand that the rise in silk quotations to which I have already alluded is attributed.

Value and amount of silk manufactures.

It was stated in parliamentary reports drawn up for the tariff commission of 1891 that the quantity of silk required by French makers in 1889 was 400,000,000 kilos. If the autumn returns of the conditioning houses are to be trusted the quantity of silk required by Lyons alone in 1892 must have greatly exceeded the figure assumed to be correct in 1889. The conditioning house of Lyons tested 600,000 kilos. in September, and five-sixths of this quantity were raw silk. The quantity dealt with in other months has not been much less, and the total quantity tested in 1892 is 6,000,000 kilos., against 5,000,000 kilos. in 1891. It is a gigantic business that is done in the Rhone valley in silks.

The looms in use are not much under 250,000 in number; the hands employed exceed 450,000, the wages are 12,000,000*l.* a year. The silk manufacture of Lyons was valued in 1889 at 16,080,000*l.*, that of St. Etienne at 4,160,000*l.*, and that of Calais and less important centres at 1,560,000*l.* The export of silks is over 12,000,000*l.* in value. France spins and weaves most of the stuff out of imported raw materials, her silk growers being unable to produce more than one-seventh of that which the manufacturer requires.

The activity of makers in 1892 is shown by the increase in the import of raw silk from 5,234,000 kilos. in 1891 to 5,899,723 kilos. in 1892. Thrown silk being burdened with a duty of 3 fr. per 1 kilo. was, of course, not a participator in the improvement.

Cheap pure silks.

The demand has been for cheap rather than rich fabrics. But it is an abundant demand, which extends to many manufacturing places outside France, and is equally felt at Crefeld and at Zürich. Time alone can show which of the centres will have a final advantage. The French put a duty of 400 fr. on pure silk tissues, which used to come in free, the consequence has been a reduction in the import of these articles of about 40 per cent.

Effect of silk duties.

The chief losers have been Switzerland and Great Britain, whose business has been curtailed by more than 1,000,000*l.* France reaps a new, perhaps transient, benefit on her own market. She keeps the field at home, and exports more than she did before, and this state of things is likely to last till cost of production has increased, and reprisals, which seem inevitable, have been used against her by continental States. It must be said, however, to the honour of French makers of silks that the cry for protection did not come from them; that the protective tariff was voted contrary to their wish and experience, and that they urged, though in vain, that the silk trade had expanded and grown to what it is in France with comparatively no protection whatever.

Woollen trade.

The woollen trade has not been as fortunate as the silk trade; yet what a change has taken place since the enactment of the new tariff! A French writer tells us "that the home market has been worked with unexampled pertinacity. Wool has been imposed on the people, to the exclusion of linen and cotton, by an abundant cheap production, which has been made all the more effective because the raw material had a drooping market for many months, and never recovered the value of the early period of the year." Generally stated the operations of the season have closed with an immense over-production, which neither the home nor the foreign market have been able to absorb. Prices dropped all round, falling heaviest about midsummer and not quite recovering later on; yet France has been able to dispose of her plenty, not only at home but over the border, and, as we saw, has exported more in the 11 months of 1892 than in the 11 months of 1891. What this means may be grasped when it is stated that French production is fed by 170,000,000 kilos. of foreign and 50,000,000

Increased export.

kilos. of French wool a year, a larger consumption, according to French authorities, than that of Great Britain by 7,000,000 kilos. It yields finished goods which French statistics value at 36,000,000*l.*, and of which more than one-third is sent abroad, the best market being that of Great Britain and the East Indies, whose custom is worth more than 6,000,000*l.* a year. Quantity produced.

By a subtle manipulation of the tariff, those classes of woollens which Great Britain usually makes have been kept out of France by additional duties, whilst, under favour of an artificial cheapness an increased quantity of French woollens, to the value of about 120,000*l.*, went off to foreign States.

The total imports, we have seen, diminished by 760,000*l.*, yet notwithstanding all these facts we hear of curtailment of time, of closing of factories, and liquidation or sale of establishments. The French complain of the McKinley legislation in the United States and the enhanced tariffs of the South American Republics, yet they applaud as a body when their own customs duties are increased. Large decrease of imports.

Of the cotton trade we hear less in France than of the silk and woollen trade. The heavy rise in duties established by the new tariff has reduced imports by 41 per cent. Exports have fallen considerably.

In such large and essentially French businesses as those of millinery and flowers no activity is apparent, whilst in the matter of body linen and under-clothing there has been a loss on 11 months under the new tariff of nearly 400,000*l.*

Of special interest at this moment would be to ascertain what are the true exchanges of goods between Great Britain and France. If we take, as in a foregoing paragraph, the business of the whole year 1892, and contrast it with that of the corresponding period of 1891, we discover that our deliveries to France have fallen off 1,148,000*l.*; and French exports to Great Britain have increased by 1,920,000*l.* If we take the last 11 months of 1892 and compare them with the same period of 1891, we get other figures; but neither the returns of the whole year nor those of 11 months would seem to give a true picture. I have endeavoured to get the figures of the exchanges of the last half year of 1892 and 1891 between England and France, and give them here in juxtaposition. They will probably show what the normal condition of trade between the two countries is likely to be for a certain period. Exports and imports of France and England. British trade to France falls off.

British imports to France.

RETURN of Imports from Great Britain into France for the Second Half Year of 1891–92.

Articles.	1892.	1891.	Increase or Decrease in Millions, 1892.
	Francs.	Francs.	Francs.
Coal	41,200,000	37,016,532	+ 4
Woollens, including ribbons and trimmings	23,425,815	27,526,581	— 4
Chemicals	9,753,000	9,171,027	+ 0½
Cotton stuffs	5,620,000	10,826,472	— 5
Machines, &c.	8,472,000	10,719,002	— 2
Prepared skins	6,948,000	8,629,640	— 1½
Cotton yarn	5,138,000	6,788,030	— 1½
Carriages	3,626,000	4,770,962	— 1
Paper, pasteboard, books, and engravings	3,544,000	2,528,543	+ 1
Hides and peltry	7,196,000	7,743,914	..
Jute	8,830,000	10,329,967	— 2
Tools and metalware	2,395,255	3,684,447	— 1
Woollen yarn	4,721,000	3,610,542	+ 1
Mohair	3,254,000	2,716,707	+ 0½
Cotton	2,558,000	3,913,083	— 1½
Iron and steel	2,157,000	2,082,802	..
Fixed oils	1,538,000	1,180,491	..
Grease (except fish grease)	1,978,000	2,390,926	..
Gutta-percha and indiarubber goods	2,701,000	2,134,481	+ 0½
Colours	331,000	876,880	— 0½
Leatherware and fur	1,534,000	1,531,495	..
Straw and chip plait	2,856,000	1,268,311	+ 0½
Clothes and body linen	1,146,000	1,414,710	..
Fish	1,841,000	2,057,598	..
Jute stuffs	549,000	1,694,831	— 1
Copper ore and metals	10,923,000	6,962,602	+ 4
Dress feathers	1,441,000	3,469,900	— 2
Meat (fresh and salt)	1,352,000	4,089,931	— 2¾
Articles of collection	1,509,000	2,611,447	— 1
Pottery and glass	1,794,000	1,257,549	+ 0½
Mother of pearl	2,332,000	1,853,439	+ 0½
Straw and chip hats	50,000	826,340	— 0½
Indiarubber and gutta-percha	1,358,000	2,431,660	— 1
Linen and flax yarn	366,000	653,409	..

The imports given in the foregoing table are not to be considered as exactly correct. They are as nearly so as they can be obtained. They reveal the curious fact of a total decrease for the year 1892, as compared with 1891, of 28,728,107 fr. (1,149,124*l.*), and a much larger total decrease comparatively for the half-year of 25,795,053 fr. (1,031,800*l.*).

British woollens, decrease.

There are some branches of the woollen trade of which we get more detailed statistics than others. Take the articles described in the tariff as "cloths, casimirs, and others, crossed tissues, milled and draped of pure wool or mixed." The value of these goods imported from England into France in the last half-year of 1892 was 19,448,551 fr., as against 26,464,819 fr. in the corresponding period of 1891. The difference against us in 1892 is

7,016,268 fr. (280,648*l.*). During the same period France exported to England :—

	Quantity.
	Kilos.
Last 6 months of—	
1892	4,337,780
1891	2,829,831

As the value of this class of woollens from France to England is 14 fr. per kilo., whilst their value from England to France is taken at 10 fr. 50 c., the increase of French imports of those goods to England during the period mentioned is 21,111,286 fr. (844,448*l.*). French woollens, increase.

The cotton trade displays very much the same phenomena as the woollen trade. Our loss on imports of cotton stuffs during the last six months of 1892 has been, as a reference to the foregoing table will show, 5,000,000 fr. (200,000*l.*). I have before me the detailed returns of imports of plain cottons and prints for this period. The decrease in these is 1,517,926 fr. (60,716*l.*). The exports of France are plain and dyed cottons. These have gone over to England to an amount of 1,490,942 fr. (59,636*l.*) more in 1892 than in 1891. But what these figures show, in addition to an increased export in 1892, is that France has suddenly exported more than in the same period of many previous years, and it becomes clear, that for the present, Great Britain is made a receptacle—what the French would call a *déversoir*—for all that she is unable to sell elsewhere, and probably has parted with the goods at rates inferior to those quoted at home. The following table will show pretty nearly the exact state of the case :— Cottons.

French exports to Great Britain.

RETURN of Exports from France to Great Britain for the Second Half Year of 1891–92.

Articles.	1892.	1891.	Increase or decrease in 1892, in millions.
	Francs.	Francs.	Francs.
Woollens	87,424,000	69,938,408	+ 17
Butter, fresh and salt	30,937,000	30,449,672	..
Silks	54,441,000	51,421,751	+ 3
Brandy	20,559,000	23,281,587	− 3
Leather manufactures	21,944,000	20,215,799	+ 2
Wines	27,242,000	29,595,842	− 2
Raw sugar	16,481,000	26,380,043	− 10
Leather	22,687,000	15,416,369	+ 7
Preserved vegetables	12,248,000	10,195,145	+ 2
Millinery and artificial flowers	15,377,000	13,296,106	+ 2
Eggs	8,513,000	9,908,458	− 1
Refined sugar	5,761,000	7,858,989	− 2
Hair and bristles	2,512,200	1,032,173	+ 1½
Table fruit	14,396,200	10,426,056	+ 4
Pottery and glass	5,127,000	6,166,284	− 1
Toyware	15,414,000	6,677,060	+ 9
Smallwares	6,995,000	5,200,799	+ 1½
Metalware	4,275,000	4,633,418	..
Cotton goods	8,425,400	3,273,951	+ 5½
Paper, pasteboard, books	5,115,600	3,472,060	+ 2
Oils	2,007,000	3,248,081	− 1
Preserved fish	5,824,700	2,727,215	+ 2½
Dye extracts	2,963,900	3,420,561	− ½
Engines and machines	2,347,000	2,568,666	− ¼
Dress feathers	9,399,000	11,295,570	− 2
Fresh and salt meat	1,766,000	1,353,637	− ¼
Copper	3,278,500	2,222,810	+ 1
Perfumery	1,573,000	857,755	+ ½

The balance on the whole of the exchanges in food, raw materials, and manufactures between England and France shows an improvement in favour of French exports of 250,000 fr. But setting aside wine and brandy and sugar, it is chiefly manufactures that were actively exported at figures superior to those of the previous year.

Railway traffic.

It is difficult to say whether railway companies or whether the public derived advantage from the maintenance of the export trade at its usual figures. The railway returns for 1892 are as yet incomplete, but for the first three-quarters of the year they exhibit no novel features, except those in connection with the relief given to passenger and express traffic by the reduction of taxes and rates. It was on April 1, 1892, that the taxes of 10 per cent. on first class, 20 per cent. on second class, and 30 per cent. on third-class fares, hitherto levied on account of the State, were remitted. At the same date the companies made reductions of 27 to 33 per cent., and even 50 per cent. in express goods rates, hardly expecting to be quickly recouped for these outgoings. The results so far as they go are that the railway duty

has fallen off by 28,000,000 fr.; but leaving that sum out of account, as well as the amount by which express goods rates have been reduced, the total receipts for three-quarters of 1892 are 861,000,000 fr., as against 856,000,000 fr. in 1891. But as extra rolling stock became necessary there is as yet no real profit to note.

It would be venturesome to affirm that remissions of taxation and carriage rates which have been made in favour of railways have tended to give an impulse to exportation. But this may be so. It does not seem that imports have benefited, though lower charges for carriage might be expected to neutralise higher customs duties.

Inland navigation, for which we have the returns of ten months, does not show very favourably. An increase of tonnage on canals has been more than counterbalanced by a decrease of tonnage on rivers. Inland navigation.

Paris shows no symptoms of depression, the "octroi" or town dues having risen from 118,000,000 fr. in 1891 to 151,000,000 fr. in 1892. But a bad symptom is the increased number of bankruptcies which, in the Department of the Seine, alone attained the total of 1,303 in 1892.

The shrinkage of imports into France has had a natural effect upon the exchanges, which besides have been affected so far as Greece and Spain are concerned by circumstances peculiar to those countries. Gold has flowed very continuously into the Bank of France, and the annual report of that institution, after stating that the gold reserve had risen to the unprecedented amount of 1,705,000,000 fr. (68,200,000*l.*), observes that for several months the exchange favourable to France was maintained at gold point in England, and allowed gold to flow into this country from abroad. To this cause also the report attributes the enormous increase of the paper issues of the Bank of France, which took place towards the close of the year, causing the circulation of notes to rise to 3,473,000,000 fr. (138,920,000*l.*), or within about 1,000,000*l.* of the limit of issue enacted by statute. A new law was speedily passed increasing the limit of paper circulation of the bank to 4,000,000,000 fr. (160,000,000*l.*), upon which the bank ceased to pay in gold, and resumed payment in notes. Meanwhile the rate of the exchange on London, manifesting as it did the reductions of our business with France, was very unfavourable to all persons deriving their income here from Great Britain. Commercial depression is well indicated by the reduction at the Bank of France of the amount of commercial securities from 646,000,000 fr. in December, 1891, to 487,000,000 fr. in December, 1892. Exchange.

I wish I could give for 1892 the returns of the value of commercial bills, subject to the Stamp Acts (independently of bank notes), of which statistics have lately been published. The amounts taxed are stated to have risen from 18,568,400,000 fr. in 1857 to 28,545,000,000 fr. in 1891, the revenue from that source rising during the same interval from 9,000,000 fr. to 14,000,000 fr. a year. Bills of exchange.

Cheques.

The same wish, I may venture to express, as regards cheques, the number of which increased from 4,396,930 in 1880 to 5,701,660 in 1891.

Money never was cheaper than in France during 1892. The sums upon which new companies were floated were lower than in 1891 by 200,000,000 fr. Investments were usually made in State paper or in savings banks, and the funds of the latter being invested in good securities, there was a general rise—at one time to par of the French Three per Cents., yet business was inactive all round, and the Panama Company's losses of 46,000,000*l.*, made the subject of criminal prosecution, cast a gloom upon financial affairs generally.

According to the returns furnished by Government the number of depositors in the national or Post Office savings banks increased from 417 to 483,000 between 1891 and 1892. The deposits rose in proportion from 323,000,000 fr. to 385,000,000 fr. In private savings banks, depositors decreased, but their investments increased; and deposits advanced from 847,000,000 fr. to 878,000,000 fr.

The total amount repayable by both classes of banks is 3,318,000,000 fr. (152,720,000*l.*), and the Government lately passed a law to punish alarmists who foretold that these liabilities might possibly not be readily met.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 3 | 93—H & S 1467)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1162.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

AGRICULTURE OF THE CONSULAR DISTRICT OF NANTES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 997.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—49.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	1d.
1152	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.

No. 1162.

Reference to previous Report, Annual Series No. 997.

FRANCE.

NANTES.

Consul Pauncefote to the Earl of Rosebery.

My Lord, *Nantes, February* 28, 1893.

I HAVE the honour to transmit herewith my Report on Agriculture for the year 1892, together with the Report of Mr. Vice-Consul Warburton at La Rochelle, and that of Mr. Vice-Consul Link at Tonnay-Charente.

I have, &c.

(Signed) B. PAUNCEFOTE.

Report on Agriculture for the Consular District of Nantes for the Year 1892.

ABSTRACT of Contents.

	Page
Review of the year—	
Depression in agriculture	1
Effects of protection	1
State aid	2
La petite culture	2
The crops..	2
The vintage	
Agricultural report of La Rochelle	2
„ „ Tonnay-Charente	8

Review of the year.

The widespread depression in agriculture which is occupying the serious and anxious consideration of the British public is not confined to England, for it has prevailed for a series of years on this side of the Channel. The highly-protective French tariff which has now been in operation for 1 year, and from which so much was expected, has in no way improved the condition of the agricultural classes. The wages of labourers have not increased, while the cost of the primary necessaries of life has augmented.

The State aid given to introduce a better system of agriculture in France has no doubt done much good, and if it has not fully attained the object in view, this is mainly attributable to the constant sub-division of land, creating gradually a numerous class of small peasant proprietors with means insufficient to procure for themselves the requisite manures and the best implements of husbandry. The cultivation of small plots of ground known here as "la petite culture" is successful only in the vicinity of towns, where a ready market is found for garden produce. With this exception the position of owners of small holdings is most unfortunate, but the greatest sufferers are those who turn their attention principally to the cultivation of the vine. Many are ruined and compelled to migrate to towns in search of employment.

So much has already been written and repeated on the subject of agriculture in France that, finding no fresh topic of interest to bring to notice, I am reduced to give a brief résumé of the agricultural year 1892. As a whole the result was poor as compared with the previous year 1891.

Cereals. The crops of wheat, rye, barley, &c., produced a small grain but of good quality.

Oats and forage. Oats were of inferior quality. The forage was good, but insufficient in quantity.

Fruit and vegetables. The fruit gathered represented an average. Here and there a scarcity of apples; and both apples and pears were frequently worm-eaten. During the summer vegetables were scarce. The temperature in the spring and during the year 1892 was injurious to forage, roots, and potatoes.

Viticulture. The vintage was "nil," the vines still suffering from the attacks of parasites, but, nevertheless, replanting was generally carried on.

It is difficult at the present moment to foretell the probable result of this year's harvest. Wheat presents a good appearance, but roots and cabbages were frozen during the last rigorous winter, and it is evident that there will be a deficiency of forage and other food for cattle.

La Rochelle.

Mr. Vice-Consul Warburton reports as follows:—

Harvest unsatisfactory. The result of the harvest in this district has not been satisfactory during the year 1892, almost every crop having suffered from the great dryness and heat of the spring and summer. The best crop was wheat, which turned out not far from an average in quantity and of very good quality.

State of the different crops. The others may be described as follows:—

Barley, only middling;

Winter barley, only middling;

Oats, a very small return, but of fair quality;

Buckwheat, pretty good;
Beans, very bad return;
Grains for feeding, very bad return;
Potatoes, a very small crop owing to want of rain and to heat —in some places they did not come up at all;
Vegetables, very poor;
Forage, not more than half an average crop, and in some places the grass was burned up altogether, hay having been as high as 5*l.* per ton to 6*l.* per ton in July;
Vines, the return of wine was more than 3,500,000 gallons less than in 1891.

Dry weather affected live stock.

Cattle and stock suffered much from want of grass, and at one time during the summer fell to the lowest prices reached for years. Luckily for farmers an unusual amount of rain fell in October, and the season having been very warm up to the middle of December there was a great aftergrowth of grass which saved numbers of animals from starving.

Future prospects.

The prospects at this date (January, 1893) are good; the wheat crops were unusually forward in the middle of December when very hard frost set in, which lasted until the middle of January, and it was feared would do damage to the early wheat, but this does not appear to have occurred, and the weather has since been favourable.

Possibility of making profits under favourable conditions.

If it were not for the number of small proprietors farming in this country, agriculture would not be by any means a bad business.

Where farms are rented and of a fair size, and the tenants can be got to cultivate in a modern and intelligent manner, very fair profits can still be made, of which I give a few sample cases.

Profits from wheat growing.

No other matter connected with agriculture is more important or interesting at this moment than the profits of wheat-growing in different countries, and I therefore give some details relative to it in this department, showing what has been done and the results arrived at, both where the farming has been conducted with care and intelligence or the reverse.

The first of these returns has been given to me by the agricultural instructor of the co-operative society of this Department, himself a practised farmer, as the result of his own enquiries and observation, not taken from one farm alone, but from different ones up and down the district.

He guarantees the accuracy of the particulars and states that they are a fair average, having divided the farms into two classes.

Instances where such profits have been made.

First, those on which the common practice in this country has been followed of sowing wheat after a root crop without any additional manuring, the root crop having paid for the manure put in, which he values at from 1*l.* 12*s.* per acre to 2*l.* 10*s.* per acre, and there is, therefore, no charge for this item.

The results are as follows per hectare (2½ acres):—

	Currency.	Sterling.
	Francs.	£ s.
EXPENSES.		
Tillage after digging root crop	36	..
One harrowing	12	..
Seed	40	..
Sowing	12	..
Harrowing and rolling	18	..
Hoeing and weeding in spring	12	..
Rolling in spring	6	..
Harvesting	24	..
Threshing 20 hectolitres (say 22 bushels)	10	..
Rent and taxes	75	..
Interest on capital	25	..
Total	270	10 16
RETURNS.		
20 hectolitres of wheat weighing about 80 kilos. per hectolitre would be 1,600 hectolitres for 2½ acres, and sell at current prices for	352	..
Making a profit of..	82	3 5

Equal to 1*l.* 6*s.* per acre plus the value of the straw.

This return is about 23 bushels to the acre, and the price of wheat was taken at the date of harvesting.

The second class of farm is tilled exactly the same as the first, except that the land received additional manure consisting of 10 cwts. of superphosphate and 3 cwts. of nitrate of soda, costing 75 fr., and increasing the return to 30 hectolitres per hectare, with the following results :—

	Currency.
	Francs.
EXPENSES.	
As in the first place	270
Plus cost of manure	75
Threshing 10 hectolitres extra	5
Total	350
But 30 hectolitres at the same price sold for ..	528
Leaving a profit of (on 2½ acres) ..	178

Equal to 2*l.* 14*s.* per acre plus the value of the straw, with a return of 34 bushels to the acre.

The instance just given is (as I have said) taken from the ordinary farming of the country, and I now give another which is more in the nature of an experiment made by the owner of a farm of 250 acres of good land, which for many years had been badly tilled by a tenant, and made a poor return of only about 18 bushels per acre.

He took it up himself last year, and divided it into three parts, which he tilled in the manner and with the results following:—

No. 1.—Lot of 2½ Acres.

Treatment.—Deep ploughing and the best kind of seed, but no manure.

Returns.—18 hectolitres 56 litres of wheat, and 3,600 kilos. of straw.

	Currency.			
	Fr.	c.	Fr.	c.
Results.				
18 hectolitres 56 litres of wheat (at 17 fr. 35 c. per hectolitre) sold for			312	30
3,100 kilos. of straw (at 15 fr. per 1,000 kilos.) sold for			46	50
Total receipts	..		358	80
Expenses.				
Tillage, seed, threshing, rent, and taxes	234	50		
Percentage of grain paid to the metiviers or harvesters instead of cash (one-eleventh)	28	00		
			262	50
Net profit	..		96	30

Which is equal to 1*l.* 10*s.* 10*d.* per acre, the return of grain being at the rate of 22 bushels and of straw 1 ton 4 cwts.

No. 2.—Lot of 2½ Acres.

Treatment.—Same tillage as lot No. 1, but in addition manured with 2 cwts. sulphate of ammonia, 4 cwts. super-phosphates, 1 cwt. chloride of potassium, and 4 cwts. sulphate of lime.

Returns.—26 hectolitres 38 litres of grain, and 4,600 kilos. of straw.

	Currency.			
Results.	Fr.	c.	Fr.	c.
Sold 26 hectolitres 38 litres, at 17 fr. 35 c. per hectolitre	..		437	00
4,600 kilos. straw, at 15 fr. per 1,000 kilos.	..		70	00
Total receipts	..		507	00
Expenses.				
Tillage as in lot No. 1	234	50		
Metiviers' percentage	40	00		
Manure	76	00		
			340	50
Net profit	..		166	50

Equal to (say) 2*l.* 14*s.* per acre, with a return of 29 bushels and 1 ton 9 cwts. of straw.

No. 3.—Lot of 2½ Acres.

Treatment.—Same tillage and manures as lot No. 2, but with the addition of 2 cwts. of nitrate of soda, which was applied in spring.

Returns.—33 hectolitres 26 litres of grain, and 5,200 kilos. of straw.

	Currency.			
Results.	Fr.	c.	Fr.	c.
Sold 33 hectolitres 26 litres, at 17 fr. 35 c. per hectolitre	..		576	80
5,200 kilos. straw, at 15 fr. per 1,000 kilos.	..		78	00
Total receipts	..		654	80
Expenses.				
Tillage, rent, &c., as in Nos. 1 and 2	234	50	..	
Metiviers' share	52	14		
Cost of manures	105	00		
			391	64
Net profit	..		263	16

Which comes to about 4*l.* 4*s.* per acre when the return can be got up to 37 bushels of corn and 2 tons 1 cwt. of straw.

In this country the interest of these returns lies principally in the difference shown between the results of good and bad tillage, but in England, where this is pretty well known, they will be much more interesting, as showing the profits still possible in France from growing wheat.

Remarks upon the instances given above.

It will be seen from them that there has been a fair profit made even with the most backward modes of cultivation, but that when properly tilled and manured the land has made 4*l.* per acre, and the return of 37 bushels per acre, though an unusual one in this country, will not be considered a wonderful one in England.

Such profits possible only on farms of a fair size.

It should also be noted that these results are only from land farmed by tenants or owners of large holdings, and that they would be impossible from small proprietors, because the interest of the purchase money would probably double the rent, while the tenants are paying the fair market value for the land fixed by themselves, and this is at present about 25 per cent. lower than it was a few years ago.

Again, the small proprietors have seldom any capital to farm with or buy good manures, so that their tillage is inferior and costs more and the returns smaller.

Amount of profit attributable to the protective duties.

Out of the profits given I think we may set down about 1*l.* 3*s.* per acre as owing to the protective duty in the case of the worst return of 22 bushels, and about 2*l.* in the best one of 37 bushels, as without the duty it would probably be by so much cheaper.

Effect of the protective corn duties on the price of bread.

There is also an advantage in the climate, which is very hot and dry, and the grain consequently of good quality generally.

With this addition to the price of wheat the question naturally arises of what effect the increased duty has produced on the cost of bread?

The answer is that as far as this place is concerned it has not produced any.

Price of bread before and since the imposition of protective duties.

Household bread sells now at an average price of 5*d.* per 4 lb. loaf, which is a little lower than the average of the 3 years immediately preceding the imposition of the duty.

As compared with the cost of bread in England, this country seems also to have the advantage in spite of the tax, for, as well as I can make out, the price of the 4-lb. loaf at home is 5½*d.* (I believe it is sold for less in some places, but so it is also here), and I have tried to give as nearly as I can the average for the best bread at La Rochelle. Inferior bread is much cheaper, for instance, the contract for the soldiers' bread (which is by no means bad) is only 4*d.* for the 4-lb. loaf, and even less.

Present state of feeling as to these duties.

It is therefore not surprising that while there has been a considerable reaction in this country during the past year against the protective duties on manufactured articles which have increased the cost of living, those on wheat have not caused dissatisfaction, as nobody has up to this suffered from them.

It is very likely that the bakers would have made these duties

Power of the authorities to fix the price of bread.

a pretext for increasing the price of bread (just as other tradesmen have done in the case of manufactured goods to an extent not warranted by the amount of the tax) but for the power which the authorities have of fixing its price; this power is scarcely ever exercised, but as it certainly would be if there was any great abuse, it acts as a check on them, and it is only fair to say that this was one of the arguments of the protectionists before the duties were put on—that the bakers' profits could bear the increase of cost on grain, and that it would not fall on the public.

So far they have been justified by the results, but bakers' profits are now as low as they can be, and any sensible increase in the price of wheat must in future fall on the bread consumer.

TONNAY-CHARENTE.

Mr. Vice-Consul G. Link reports as follows:—

The vine.

In my last year's report I stated that the replanting of the vine in the Department of the Charente-Inférieure continued to progress satisfactorily; this statement I have much pleasure to confirm this year.

The Department of the Charente-Inférieure had at the end of the year 1892 675,000 acres of vineyards in full cultivation, which in a few more years will certainly attain a much higher figure with a yield calculated at from 20,000,000 to 30,000,000 gallons of wine, the major portion of which will be converted into cognac brandy.

The strong frost destroyed a large portion of the vintage of 1892, but the better quality and the superior alcoholic strength of the wine in a measure equalised the quantity of brandy distilled in 1891.

Wheat.

The wheat crop of 1892 was exceedingly good in this district. The quantity produced was 70,000 quarters, nearly doubling the average crops of the preceding 10 years. The quantity, however, remains still insufficient for the consumption of the population who remain dependent on importations from other countries.

Oats.

The crop of oats was also good. The yield was 37,000 quarters, a proportionate augmentation with that of the wheat sown.

Barley.

The yield of barley was, on the contrary, small, and is calculated at a good third less than that at the harvest of 1891.

Potatoes.

The continuous rain during the summer of 1892 was disastrous to the tuber. The yield was very small and of bad quality.

Hay.

No hay was produced in 1892 in this district, the whole of the meadows having been destroyed by frost.

Horned cattle.

Owing to the total failure of hay crops, the consequent excessive price of this article obliged the more needy farmers to get rid of their cattle, which sold at from 15*l.* to 25*l.* per bullock and from 6*l.* to 15*l.* per cow.

The regular yearly requirements of horses for the army and the remunerative prices paid by the National Government stimulated the breeders of horses to keep increasing the number and quality of the animals. This branch of industry is now becoming most important in this district. Horses.

The average price of beef in the skin during the year 1892 varied from 10*d.* per kilo. to 1*s.* 2*d.* per kilo. sold for the Paris market. Dead meat (beef).

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1474)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1166.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF BORDEAUX.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1004.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—53.] *Price Twopence Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	4½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	1d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.

No. 1166.

Reference to previous Report, Annual Series No. 1004.

FRANCE.

BORDEAUX.

Consul Ward to the Earl of Rosebery.

My Lord, *Bordeaux, February* 28, 1893.

I HAVE the honour to transmit to your Lordship, enclosed herewith, my Annual Report on the Trade and Commerce of Bordeaux for the year 1892, to which is annexed a Report for the last year on the Trade of Bayonne, furnished to me by Mr. Vice-Consul Leeson.

I have, &c.
(Signed) WILLIAM WARD.

Report on the Trade and Commerce of Bordeaux for the Year 1892.

ABSTRACT of Contents.

	PAGE
Introductory—	
Review of last year's trade	2
Shipping—	
Shipping of all nations	3
British shipping	4
Bordeaux shipping	5
Bounty laws	5
Steamers to Cape	5
Emigration	6
Trade—	
General exports and imports	7
British trade	9
Wine production, export and import trade	10
Course of trade of other staple articles	21
Population—	
Census	27
Births and deaths	27
Health of town	28
Industries	28

Abstract of Contents—continued.

	Page
Public works—	
New quays	30
Other public buildings	30
Telephones	31
Ship-railway	31
General remarks—	
Feeling regarding new customs policy	31
Commercial museums	32
International Exhibition, 1895	32
Trade of Bayonne (Report by Vice-Consul Leeson)	33

General review of trade in 1892.

The subjoined report will show that the slackness prevailing in the year 1892 in most branches of business, both in Europe and in other parts of the world, was experienced likewise at Bordeaux. For whilst a considerable falling-off will be seen to have taken place, compared with the preceding year, in the aggregate volume of imports and exports, the results even of these more limited transactions were not, in general, regarded as satisfactory by the merchants and shippers at this port.

Diminution in volume of exports and imports.

Causes of commercial depression in France.

Besides outside influences which doubtless had a large share in augmenting the commercial and industrial depression in this country during the past 12 months, the economical condition of most parts of France was seriously unsettled by the introduction of the new French customs tariff, and by the uncertainty regarding the future commercial relations with foreign countries.

Effects of cholera on trade.

These circumstances and, to a certain degree also, the presence of cholera in some parts of the country (though it did not appear in this district), all contributed last year towards affecting the interests of commerce and shipping at Bordeaux in a prejudicial manner.

Diminution in British trade with Bordeaux.

Though the following pages will furthermore show that the United Kingdom still absorbs the comparatively largest share of the foreign trade of this port, and that amongst the foreign shipping visiting the same the British flag still shows a considerable numerical preponderance, it will be seen that a diminution took place in 1892 both in the extent of British trade and in the tonnage of British ships arrived at Bordeaux.

Vintage of 1892 not satisfactory.

Last year's vintage in this district cannot be said to have been satisfactory either as regards quantity or, so far as can be judged at present, as regards quality of the wine produced.

Shipping and Navigation.

Diminution in number and tonnage o ships arrived in 1892.

There was a diminution last year both in the number and tonnage of the sea-going ships of all nations arriving at this port, for whilst in 1891 1,815 ships of, together, 1,200,059 tons register arrived here, only 1,768 ships of, together, 1,116,993 tons visited this port in 1892, thus showing a diminution of 47 ships of, together, 83,066 tons for last year. Excepting the Austro-

Hungarian, Danish, Belgian, and Spanish flags which experienced a slight augmentation in the tonnage of arrivals, the shipping of all other nations show a more or less serious falling-off.

A review of all ships entered and cleared at this port in 1892 is given in the two following tables which, I beg to observe, do not, as in my reports of recent years, comprise also the ships entered and cleared at Pauillac, but only those visiting Bordeaux.

Tables of shipping do not include shipping entered at Pauillac.

RETURN of all Shipping at the Port of Bordeaux during the Year 1892.

Total ships entered in 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	24	13,453	679	475,211	703	488,664
French	284	54,421	420	328,617	704	383,038
Norwegian	14	6,520	101	51,540	115	58,060
Swedish	6	1,871	34	19,556	40	21,427
Dutch	...	...	50	58,411	50	58,411
German	13	9,548	12	8,307	25	17,855
Austro-Hungarian	6	3,289	13	11,260	19	14,549
Italian	9	3,551	1	617	10	4,168
Danish	4	1,291	21	13,747	25	15,038
Belgian	...	...	22	18,343	22	18 343
Spanish	...	...	29	22,141	29	22,141
Russian	7	2,060	16	10,505	23	12,565
Greek	...	...	1	728	1	728
American	2	2,006	...	...	2	2,006
Total	369	98,010	1,399	1,018,983	1,768	1,116,993
,, for the year preceding ...	377	128,892	1,438	1,071,167	1,815	1,200,059

CLEARED.

Total ships cleared in 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	12,677	673	468,219	696	480,896
French	192	38,234	436	364,153	628	402,387
Norwegian	14	5,641	101	52,158	115	57,799
Swedish	6	1,871	35	20,348	41	22,219
Dutch	1	1,735	51	58,994	52	60,729
German	16	12,954	12	8,306	28	21,260
Austro-Hungarian	6	3,289	13	11,260	19	14,549
Italian	7	2,278	1	617	8	2,895
Danish	7	1,986	22	14,479	29	16,465
Belgian	...	...	22	18,343	22	18,343
Spanish	...	...	29	22,141	29	22,141
Russian	7	2,059	16	10,505	23	12,564
Greek	...	...	1	728	1	728
American	2	2,006	...	...	2	2,006
Total	281	84,730	1,412	1,050,251	1,693	1,134,981
,, for the year preceding ...	318	125,063	1,492	1,089,494	1,810	1,214,557

The marked difference between the number of the arrivals and of the departures of French sailing vessels is ascribed to

Difference in number of French sailing-ships

entered and cleared.

the fact that a large proportion of these ships, which nearly all are employed in the Newfoundland and Iceland cod-fisheries, after bringing their cargoes to Bordeaux, left for the ports in the north of France to which they belonged; and these vessels were thus counted amongst coasting ships, and not comprised in the above tables.

Share of various countries in seaborne trade of Bordeaux.

About 30 per cent. of the shipping visiting Bordeaux in 1892 arrived from, or were respectively destined for ports in the United Kingdom. The countries ranking next to Great Britain in the importance of their seaborne trade with this port were, as in former years, the French colonies, the Argentine Republic, Spain, Chile, the United States of America, Germany, &c.

Numerical preponderance of British flag is maintained.

It will have been seen from the preceding tables that the British flag again last year maintained its numerical preponderance amongst the shipping of the various countries frequenting this port, the total tonnage of the British ships entered having amounted to rather more than 40 per cent. of aggregate tonnage of arrivals. It must, however, be observed that there was a falling-off of 29,170 tons in the total tonnage of arrivals under the British flag compared with the figures for 1891. This will appear from the following statement, viz. :—

Diminution in tonnage of British ships entered.

British ships entered and cleared during 1892 and preceding 5 years.

Year.	British Ships Entered.		British Ships Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1887	840	534,558	834	536,207
1888	763	484,821	759	483,055
1889	767	501,254	759	492,168
1890	744	514,362	736	508,171
1891	733	517,934	731	516,287
1892	703	438,764	696	480,886

Highest figures were reached in 1887.

It will be seen that the figures for the year 1887, which, both in point of numbers of ships and tonnage, were the highest, until then, attained, have not since been reached again.

Causes of diminution of tonnage of British shipping in 1892.

The falling-off in the tonnage of British vessels visiting Bordeaux during the year 1892 was more especially due to a diminution in the extent of the carrying trade under the British flag between this and other ports of France, and also between Bordeaux and ports of North America, Austro-Hungary, Italy, Germany, Russia, Sweden, Belgium, and Greece.

Slight increase in tonnage of British ships employed in direct trade with United Kingdom.

A slight increase on the other hand took place last year in the British carrying trade between Bordeaux and British ports, as also with Spain and Portugal, and a few other States. About 75 per cent. of all British vessels entered and cleared here last year were employed in the direct trade between this port and the United Kingdom.

British shipping at Pauillac.

Besides the above-mentioned 703 vessels under the British flag which last year ascended the river from sea as far as

Bordeaux itself, 57 British vessels, measuring together 140,941 tons, touched at the outport of Pauillac, lower down the river. Nearly all of these latter belonged to the "Pacific Stean Navigation Company," whose steamers call at Pauillac on their outward and homeward voyages, in order to embark or disembark passengers and goods there. The number of vessels visiting Pauillac in 1891 was 43, and their total tonnage 105,545 tons; so that the figures for last year show an increase of 35,396 tons.

Increase of British shipping entered at Pauillac.

As regards its importance as a ship-owning port, Bordeaux ranks third amongst the large seaports of France, *i.e.*, after Marseilles and Havre. It appears, however, that in all three ports the increase in the amount of shipping registered has of late years been very slight, the number of sailing vessels having (as almost everywhere else) considerably decreased. With regard more particularly to Bordeaux, it appears that the aggregate amount of tonnage owned here at the end of 1892 was 87,763 tons, against 87,415 tons at the same period of 1891; and that, whilst the total tonnage of the sailing vessels had decreased from 57,907 tons to 57,456 tons, the tonnage of the steamers had increased from 29,508 tons to 30,307 tons.

Bordeaux ships.

Decrease in Bordeaux sailing ships.

Slight increase in Bordeaux steamships.

The next few years will show whether the new French Shipping Bounty Laws (which came into force a few weeks ago) will be able to infuse new life into the ship-owning and ship-building interests of this country. In so far as Bordeaux is concerned, the opinions held regarding this question by the leading classes connected with shipping are, it may be observed, not in all respects favourable. It is true that these classes were amongst the large majority who recommended the renewal of these Bounty Laws for a further term of years; but it was not contemplated at Bordeaux that the French Legislature, in framing the new Laws, would augment the advantages offered to the ship-building interests of the country, but at the same time would greatly modify the bounties accorded to the ship-owning class. The opinion at Bordeaux seems to be that, whilst indeed no objection can be raised against the rates of bounty, fixed by the new Laws for vessels registered in France before January 1, 1893, nor against the new rule of awarding the same rate of bounties to vessels employed in the European trade ("cabotage international") as to vessels built exclusively in France, the same favourable treatment should be accorded also to vessels employed in the foreign trade. It is, furthermore, complained here that the bounties awarded under the old law to French-owned vessels built abroad have been abolished by the new laws; and it is strongly urged that these bounties should be re-established, they being in fact considered by French ship-owners as no more than a just compensation accorded to them for the heavy burdens to which they are subjected in other ways.

Shipping bounty laws.

Bordeaux opinions of new bounty laws not altogether favourable.

Bounty laws said to offer greater advantages to ship-builders than shipowners.

Complaints at Bordeaux regarding abolition of bounties to foreign-built French ships.

When it is borne in mind that (as noted in my last annual report) of the sea-going ships owned, for instance, at Bordeaux, only about 35 per cent. have been built in France, and that

Only 35 per cent. of Bordeaux ships are built in France.

owners thus evidently find it upon the whole more profitable to buy vessels abroad, the unfavourable effect of this last-mentioned modification of the new bounty laws upon the interests of French shipowners is rendered evident.

New Bounty Laws not considered an encouragement for shipowners to invest more money in ships.

Considering, therefore, that in their present form the new French Bounty Laws are (in this country itself) not thought likely to encourage shipowners to invest more capital in shipping, it would appear not improbable that these laws will, at some near future date, have to be amended in the sense desired at Bordeaux. Whether, for the interests of the country at large, it would not have been best to have done away with these bounty laws altogether, instead of renewing them for a further decade, is a question which, though settled at present, may not impossibly recur before that period shall have come to an end.

Direct steamers to Cape of Good Hope.

The assistance of the French Government towards establishing a direct line of steamers between Bordeaux and the Cape of Good Hope was last year strongly advocated by the Chamber of Commerce at this port. It is thought by the latter that the want of such communication is the chief cause of the very limited extent of the trade carried on between France and the Cape Colony.

Development of trade in Cape sheepskins. Opportunity for British Company to establish steamers to Cape viâ Bordeaux.

The development during recent years of the import trade in Cape sheepskins at Bordeaux led some private firms here to make serious efforts at one time towards establishing a direct line of steamers to the Cape (calling on their way at West African ports); the project, however, had to be dropped again as too costly. Perhaps some British company might find the question worth consideration, providing, of course, the support of Bordeaux firms interested in its realisation were first secured.

Sailors' home to be established at Bordeaux.

The desirability of establishing sailors' homes in French ports for the use of the native sailors has, of late years, often occupied the attention of the authorities. It now seems that the Bordeaux Chamber of Commerce is about to take up the subject, in so far as this port is concerned, and that a long felt want will thus probably be supplied. According to the new French Merchant Shipping Law, the support of the Government towards defraying the expenses of establishing sailors' homes is to be granted at all French ports where the local authorities decide upon calling the same into existence.

Emigration from Bordeaux.

A further decrease took place last year in the total number of persons emigrating from Bordeaux to transatlantic countries, as will appear from the following figures, viz.:—

Year.	Number of Emigrants.
1888	17,719
1889	28,905
1890	9,653
1891	6,718
1892	4,286

The prominent cause of the falling-off in these figures during the last 3 years has been the continued troubled condition of affairs in the Argentine Republic, the country to which most persons emigrating from this port are usually bound. Of the total number of emigrants during 1892, 2,184 sailed from hence for Buenos Ayres, 601 for Brazilian ports, 284 for Montevideo, &c. As regards the nationality of the emigrants last year, 2,068 were French, 1,173 Spaniards, 398 Turks, 345 Italians, 74 Swiss, 63 Germans, and 160 belonged to various nationalities, only 6 being British subjects.

Decrease of emigration owing to troubled state of Argentine Republic.

Trade and Commerce.

The following figures will show that, as already observed in the introductory remarks prefixed to this report, there was a diminution last year in the volume both of the exports and imports at Bordeaux compared with the two preceding years. Whilst the outfall in the exports, however, was only slight, that of the imports, compared with the figures for 1891, was no less than 3,644,961 cwts., viz.:—

Diminution in volume of exports and imports during last 4 years.

Comparison of exports and imports during the last 4 years.

Year.	Aggregate Annual Volume of—	
	Exports.	Imports.
	Cwts.	Cwts.
1889..	16,038,514	25,313,892
1890..	17,191,366	26,252,712
1891..	16,420,746	27,681,128
1892..	16,398,369	23,836,167

The falling-off in the exports is explained by a diminution in the shipments, more especially of wines and spirits, chemicals, resin, fish, hides, cotton-tissues, and other articles, and the great decrease in the imports arose chiefly from largely diminished importations of wood and foreign wines, and, in a minor degree, also of many other articles. Some remarks on the causes of these diminished importations will be found further on.

Cause of diminution of exports in 1892; and of imports.

The two following tables offer a more detailed review of last year's export and import trade of Bordeaux, viz.:

RETURN of the Principal Articles of Export from Bordeaux during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Wines	1,968,175	..	2,017,628	5,140,275
Spirits and liqueurs ..	232,099	..	313,848	791,339
Fruit	441,025	..	343,186	368,432
Fish	258,158	..	360,678	676,232
Tissues of silk	469	..	282	23,508
„ wool.. ..	26.219	..	17,780	507,351
„ cotton ..	37,232	..	55,348	626,265
„ linen ..	2,174	..	1,332	(?)
Jewellery	81	..	462	275,731
Clothing, ready-made ..	13,231	..	7,280	239,874
Skins	10,401	..	7,424	338,604
Crockery and glass ..	416,375	..	390,758	219,058
Cereals and flour ..	102,932	..	120,666	60,733
Sugar	54,997	..	51,148	38,093
Chemicals	247,393	..	271,598	338,810
Paper, cardboard ..	81,828	..	91,320	129,063
Tools	131,927	..	85,208	204,991
Resin, French	190,148	..	221,338	81,271
Coffee	5,227	..	6,638	(?)
Wood	7,451,069	..	7,129,312	333,750
Oils	102,220	..	129,042	188,201
Hides	65,139	..	71,354	407,255
Gums, exotic	30,882	..	17,342	74,227
Seeds	5,449	..	17,804	42,731
Rags	47,614	..	51,362	64,371
Wool	47,931	..	29,258	122,641
Perfumery	577	..	6,292	(?)
Rice	68,052	..	33,428	61,736
Meat, preserved ..	13,475	..	13,700	70,265
Iron and steel	71,065	..	82,172	77,459
Cork, manufactured ..	8,776	..	8,416	93,035
Vegetables, dried ..	39,463	..	56,736	73,715
Cheese	7,662	..	8,910	21,251
Tobacco..	1,424	..	2,350	35,744
Machinery	29,478	..	29,940	66,869
Miscellaneous	4,137,972	..	4,319,406	2,459,752
Total	16,398,369	..	16,420,746	14,282,637

NOTE.—Calculated at the rate of 2 cwts. = 1 quintal; and 1*l.* = 25 fr

RETURN of Principal Articles of Import to Bordeaux during the Years 1892–91. Return of imports in 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Cwts.	£	Cwts.	£
Wood (for building) ..	1,492,373	..	4,859,718	1,816,932
Skins and furs	216,252	..	394,394	2,038,080
Coffee	107,843	..	109,074	463,549
Wool	318,129	..	23,610	85,664
Sugar	323,695	..	353,484	254,568
Fish	543,826	..	619,106	971,900
Tobacco	129,326	..	123,380	291,177
Indigo	736	..	2,232	53,577
Cocoa	64,154	..	65,104	195,576
Grease and lard ..	135,402	..	173,866	275,262
Cereals and flour ..	2,323,060	..	1,941,756	902,691
Coals	9,229,950	..	8,683,028	258,266
Gum (colonial) ..	79,746	..	74,740	240,662
Arachide nuts	515,414	..	439,092	258,976
Spirits and liqueurs ..	338,642	..	241,356	293,474
Cheese	31,019	..	33,882	85,384
Firearms	720	..	1,076	40,518
Tissues of wool ..	3,663	..	36,984	80,441
„ cotton ..	26,176	..	26,782	372,666
Manures	5,764	..	336,420	82,082
Rice	250,667	..	353,692	166,748
Copper	76,550	..	88,978	230,422
Cotton, raw	3,956	..	14,494	35,634
Shipbuilding materials	85,880	..	92,860	62,958
Pepper	3,551	..	864	(?)
Oils	57,554	..	68,530	47,395
Iron and steel	395,478	..	334,866	63,972
Cloth (Indian)	12,083	..	13,914	(?)
Wine	3,276,025	..	4,838,436	2,551,550
Chemicals	371,556	..	574,922	406,589
Meat, salted	7,861	..	9,668	106,647
Woods, exotic	51,243	..	87,460	(?)
Hemp	8,600	..	12,532	18,296
Vanilla	407	..	434	34,740
Miscellaneous	2,848,866	..	2,704,454	1,987,550
Total	23,836,167	..	27,681,128	12,803,946

British trade with Bordeaux in 1892.

Detailed official statistics regarding the extent of last year's import and export trade of this port with the United Kingdom not being obtainable just yet, no exact comparison can be drawn at present between the importance of the British trade with Bordeaux in 1892 and in 1891. It appears, however, from information otherwise collected, that there was a falling-off last year in the aggregate volume both of the exports to, and the imports from, Great Britain at this port, and that amongst the prominent articles of exportation which show a diminution were: wines, oils, vegetables, rags, pit-props, chemicals, hides, tissues, &c., whilst there was an increase in the exportations of skins, wool, fruit, gums, sardines, and some other goods.

Diminution of export and import trade with Great Britain.

Articles of export to United Kingdom.

Articles of import from United Kingdom.

Amongst the imports from the United Kingdom to Bordeaux, the articles showing a specially marked falling-off in quantity were: cotton, hemp, crockery, paper, colonial goods, woollen and other tissues, but an increase was experienced last year in the importations from the United Kingdom of coals, tar, wool, hemp, iron manufactures, and some miscellaneous goods.

Some particulars regarding the wine production, export and import trade, and a few general remarks concerning the course of last year's trade in other staple articles of business at Bordeaux, are here subjoined, viz. :—

Wine production throughout France in 1892. Diminution in 1892 in production. Diminution in value of French vintage of 1892.

The total quantity of wine produced throughout France in 1892, which amounted to 639,804,000 gallons, was 22,305,400 gallons less than that produced in the preceding year; but it exceeded that of the year 1890 by 36,644,000 gallons, and was about 682,000 gallons larger than the average annual production of the last 10 years.

The French official report estimates the aggregate value of the wine produced in France last year at 36,490,000*l.* against 40,600,000*l.* for the year 1891. According to this estimate the average value of 1 gallon of wine made throughout this country in 1892 was therefore 1*s.* 2½*d.*; that is to say, 1½*d.* below that of the wine made in 1891, and 2½*d.* below that of the wine made in 1890.

Diminution in production unequally distributed over France. Increase in south-eastern departments. Decrease in south-western departments.

The above-mentioned outfall in the vintage of last year was very unequally distributed amongst the 76 wine-growing departments; for whilst 48 showed a more or less serious falling-off in their production, 28 experienced a comparatively large augmentation. Amongst the latter were the departments of the south-east, in particular, Hérault, Aude, and the Eastern Pyrenees; amongst the former were, in a prominent degree, the 15 south-western departments which together form this Consular District. A comparative review of the production of these latter during each of the last three years is given in the following table :—

Production in 1892 and two preceding years in Bordeaux Consular district.

Consular District of Bordeaux.	Annual Yield of Wine.		
	1890.	1891.	1892.
	Gallons.*	Gallons.*	Gallons.*
Gironde	35,066,702	53,858,058	40,863,710
Charente	1,857,724	2,314,576	1,472,108
Dordogne	1,993,706	3,666,608	3,603,212
Gers	19,735,606	33,844,646	12,350,000
Lot and Garonne	5,073,282	7,088,686	5,980,700
Lot	1,494,636	1,737,760	1,719,960
Landes	6,045,622	8,176,300	5,107,600
Lower Pyrenees	3,183,840	4,461,742	3,368,662
Upper Pyrenees	2,018,170	3,009,358	1,574,320
Ariège	1,261,876	1,346,444	1,091,398
Corrèze	295,482	264,726	257,796
Haute-Garonne..	8,495,476	8,886,504	6,715,654
Tarn and Garonne	4,974,242	5,730,284	5,060,100
Vienne	5,772,514	11,762,828	8,621,140
Haute Vienne	10,604	11,352	9,691

* 22 gallons = 1 hectolitre.

Production in Gironde Department.

The yield of last year in the Gironde which owing to the superior value of most of its wines is the most important of the wine-growing departments of this Consular District (and, indeed, of all France) was, as will be seen from the preceding figures, about 13,000,000 gallons less than in 1891, but it exceeded the yield of 1890 by 5,797,008 gallons. Compared with the average annual yield of the last decade, the quantity of wine produced in the Gironde in 1892 showed, however, only a very slight augmentation. Though, therefore, in so far as quantity was concerned, the past year's vintage of this department cannot be called favourable, especially when the result is compared with that of some former years (*e.g.*, 1877, 1875, and 1874), and though in some districts last year's crop of grapes was an almost entire failure, yet it may be said that, taking the department as a whole, the quantity of wine made in 1892 considerably exceeded the expectations which were entertained here, after the vineyards had been subjected to a succession of disastrous atmospheric influences, in addition to the continued damage occasioned by the phylloxera and by other diseases of the vine.

Diminution in production of Gironde.

Great damage done by frost.

Rarely, or never, have such sudden and extreme changes of temperature occurred during the season of the growth and the ripening of the grapes, as were experienced last year in this district. During the night of April 20, at a time when the vines had already put forth their first buds, the thermometer (Fahrenheit) fell to about 23 degrees, and the havoc caused in a few hours amongst the vineyards which, it may be added, showed exceptionally fair promise, was so widespread, that many well-experienced persons were of opinion that two-thirds, or at least one-half, of all the young buds had been utterly destroyed. After events proved that this view was exaggerated, but,

nevertheless, the damage done both in Médoc and in the Graves district, as well as in that of the Côtes was undoubtedly considerable, whilst the vineyards situated between the River Garonne and the River Dordogne where the so-called "petits vins" are made, and which, as a rule, do not suffer at all from the effects of late frosts, were even more seriously damaged.

Effects of weather.

During the three months which followed the weather was fortunately not only favourable for the further growth of those vines which had escaped harm in April, but under its beneficent influence a certain proportion of the vines which, it was thought, had all been nipped in the bud, recovered life, and showed renewed promise of bearing a fair amount of grapes during the current year. But after a few weeks of rather high temperature and continuous drought in July and the beginning of August, a wave of scorchingly hot wind suddenly burst over this part of France on the morning of the 16th of the latter month, which, though it only prevailed during seven or eight hours in its full intensity, literally baked or dried up vast quantities of grapes in places exposed to the sun where the thermometer (Fahrenheit) registered 125 degrees, whilst in the shade 107 degrees was the average temperature.

Without at present adverting to other unfavourable influences (these are noticed further on), the preceding observations will have shown that there were serious reasons for the considerable outfall in last year's wine-production in the Gironde department and in the adjoining districts. This outfall is said to have been more especially marked amongst the more ordinary kinds of wine, but the following table will show that, with few exceptions only, last year's production of the superior or "classed" growths of Médoc (the claret district "par excellence") also fell considerably below that of the preceding year, though, it exceeded in some instances that of the year 1890, viz.:—

Production of "classed growths" of Médoc in 1892, compared with two previous years.

Classed Red Wines of the Médoc District.	Annual Yield in		
	1890.	1891.	1892.
	Hogsheads.	Hogsheads.	Hogsheads.
First growths—			
Château Lafite	715	720	324
„ Margaux	754	1,008	826
„ Latour	372	360	380
Second growths—			
Château Mouton	510	564	156
„ Rauzan Ségla ..	168	220	208
„ „ Gassies ..	120	144	124
„ Léoville Lascases ..	640	648	480
„ „ Poyferé ..	360	432	280
„ „ Barton ..	376	380	256
„ Durfort	128	160	120
„ Gr. Laroze	662	1,032	378
„ Brane Cantenac ..	368	480	400
„ Pichon Longueville..	220	224	164
„ Cos d'Estournel ..	660	820	760
„ Montrose	880	800	880
Third growths—			
Château Kirwan	244	360	350
„ Issan	312	420	342
„ Lagrange	720	880	280
„ Langoa	540	560	280
„ Giscours	376	532	268
„ Palmer	484	628	410
„ Lalagune	160	200	140
„ Desmirail	172	192	140
„ Calon	476	412	520
Fourth growths—			
Château St. Pierre Lucikens ..	60	60	60
„ „ Bontemps..	200	200	120
„ Talbot d'Aux ..	292	320	212
„ Duluc..	336	388	212
„ Duhart Milon ..	540	566	232
„ Carnet	148	264	(?)
„ Lafon Rochet.. ..	160	120	88
„ Beycheville	464	600	420
„ Le Prieuré	100	160	124
Fifth growths—			
Château Pontet-Canet	768	920	600
„ Batailley	400	376	(?)
„ Gd. Puy-Lacoste ..	612	660	440
„ Ducasse	440	460	248
„ Vacquez Moussas ..	256	192	132
„ Dauzac	400	656	480
„ Armailhac	840	960	460
„ Bruno Devès	138	208	72
„ Cantemerle	..	384	240

Production of classed growths of white wine of the Gironde.

The "classed" growths of the white wines, produced in the Gironde, were less unfavourably affected by the above-mentioned high extremes of temperature in 1892; and the following figures will show that, in so far as at least concerned the first growths of these wines, no serious diminution took place in the yield of last year:—

Diminution in production of white wines less considerable.

Classed White Wines of the Gironde.	Annual Yield in		
	1890.	1891.	1892.
	Hogsheads.	Hogsheads.	Hogsheads.
First growths—			
Château d'Yquem	280	400	600
„ Vigneau	60	160	120
„ Suduirant	208	384	208
„ Guiraud	144	220	180
„ Rieussac	100	252	240
„ Peyraguey	36	72	32
„ Haut Peyraguey ..	28	72	48
„ La Tour Blanche ..	92	134	64
„ Sigalas Rabaud ..	160	230	200
„ Coutet	112	168	60
„ Climens	52	132	48

"Bourgeois" wines of Médoc.

Amongst the vineyards producing the best "Bourgeois" wines, *e.g.*, those of Blanquefort, Ludon, Cantenac, Margaux, Soussons, St. Julien, St. Estèphe, &c., there was an average outfall last year of 25 to 50 per cent. compared with 1891.

Damage to vineyards by other influences in 1892. Phylloxera.

It has already been observed that, in addition to the adverse atmospheric influences shortly described above, the continued ravages of the phylloxera, and the presence of certain other noxious insects amongst the vineyards of the Gironde, contributed towards diminishing the yield of the past year. It is now about 14 years since the phylloxera made its first unwelcome appearance in a more widespread degree in this country; and, though since that time countless remedies have been tried towards stamping it out, or, at all events, arresting its further progress, this pernicious worm (which is considered by competent authorities to have caused to France a pecuniary loss eqaul to twice the amount of the last war indemnity paid to Germany) still continues its work of destruction amongst the French vineyards, not to mention those of other parts of the world. The latest official reports on this subject state that, whilst last year in most departments already infested by the phylloxera its ravages were more or less successfully combated, and to a certain extent counterbalanced by fresh vine plantations, 17 further departments (that hitherto had remained intact) were added to the list of those in which the phylloxera has already made its appearance. There are thus, at the present time, only 7 amongst the 74 wine-growing departments where it has not yet appeared, and it is hardly likely that these will escape the scourge which has already infested the rest.

Departments infested in 1892 by phylloxera.

Phylloxera in Bordeaux Consular district.

With regard to the 15 departments comprised in this Consular district, these are (as already mentioned in former reports) all suffering in a more or less serious degree from the continued presence of the phylloxera.

In the French official report above referred to, the opinion is

expressed that, in spite of the widespread destruction caused amongst the French vineyards, the latter may be expected to recover within the next few years from its effects, in view of the extensive fresh plantations made all over France, and more especially in the Gironde, in Languedoc, in Provence, and in Burgundy, and (the reports adds) also in view of the more encouraging outlook in the Charente and Champagne districts.

French official report.

In so far as this opinion is based upon the present condition of the vineyards in other parts of France, I am not in a position of being able to offer any remarks thereon in this report; but as regards the condition and prospects of the vineyards of this Consular District, and in particular of the Gironde Department, I may perhaps be permitted to observe that the view expressed in the official report would certainly seem to be too optimistic. For the latest official statistics published by the French Ministry of Finance show that the total acreage of land planted with vines in the Gironde, which was 343,205 acres in 1890, and 350,660 acres in 1891, had decreased to 335,857 acres in 1892. A diminution accordingly of no less than 14,803 acres appears to have taken place in the year last mentioned (compared with 1891) in the Gironde; and this diminution must evidently have arisen from a correspondingly greater destruction of vines by the phylloxera during that period, as well as from a falling-off in the extent of fresh plantations. It should further be observed that the figures showing the total annual acreage of vineyards in the Gironde since the time when the phylloxera first made its appearance have fluctuated from year to year; and that though at certain times, viz., when these figures showed an increase (as was the case for instance in 1891) sanguine persons at once pronounced the prospects of the vineyards to be looking brighter, these hopes have been subsequently often again dispelled. It cannot, accordingly, at the present date, I fear, be said that there is any decisive proof of an amelioration in this department. The average annual extent of fresh plantations made during late years in the Gironde both of French and American vines (the latter mostly grafted with French plants) has exceeded 10,000 acres, it is true; but the extent of land destroyed by the phylloxera has in some years exceeded that figure, so that thus the acreage of vineyards has correspondingly diminished.

Official opinion too optimistic.

Acreage of vineyards in Gironde.

Diminution in acreage of vineyards in Gironde and cause.

Though the outlook as regards the phylloxera in the Bordeaux district cannot, in view of these facts, be called a bright one at the present date, it must not be supposed that vineyard proprietors have despaired of ridding their more or less valuable land eventually of the presence of this noxious worm; there are indeed very few who do not expend annually comparatively large sums of money and much trouble towards effecting that end. The chief hope of eventual success lies, it is thought by experienced authorities, in uniform and joint action of all concerned. Neither the measures taken for stamping out the phylloxera in certain districts, nor

Vineyard proprietors in Gironde, in spite of discouragement, do all they can to improve matters.

those for preserving others which have remained intact can, it is considered, be carried out successfully, unless the best known scientific remedies are applied according to a uniform method. For this purpose the vineyard proprietors would doubtless do well to co-operate in a greater measure than hitherto, particularly in view of the encouragement given by the French authorities to the formation of associations for re-cultivating the devastated vineyards, both in this and other parts of the country.

Remedies against phylloxera must be applied according to a uniform method.

Whilst the great heat of the past summer is said to have contributed towards the propagation of the phylloxera, it is, on the other hand, considered to have arrested to a certain extent the development of the cryptogamic diseases which often inflict such serious damage upon the vines; for neither oïdium, mildew, nor anthracnosis appeared in a very marked degree last year in the Gironde. It must, however, be observed that the remedies now used towards preserving the grapes from the attacks of the two diseases last-mentioned (which remedies, it may be added, were almost universally brought into use also last year) have had the effect of greatly diminishing the apprehensions with which, in former times, vineyard proprietors used to look forward to their appearance.

Oïdium, mildew, and anthracnosis.

Blackrot.

Blackrot was met with last year only in some few vineyards, and in these only to an inconsiderable extent; its development is now, as a rule, successfully combated by the application of a solution of sulphate of copper, in the same way as this remedy is used against mildew.

Cochylis and altise.

The cochylis and the altise, two worms which have of late years (particularly during 1891) done much damage to the grapes, again made their appearance to a considerable extent last year, the former more especially in the Médoc district, whilst the presence of the latter was observed in all parts of the Gironde. No efficacious remedy for preventing these two pests of the vine from continuing their annual destruction, has yet been discovered.

Quality of 1892 vintage.

In view of the large outfall in the quantity of wine made in the Gironde last year, some consolation would have remained for the growers had the quality of the vintage made up for the loss in quantity; but this cannot, so far at least, be said to have been the case. It is, at the present date, too early to pronounce definite opinion upon all wines made last year; but the view of experienced authorities seems to be now, that, whilst there are doubtless a number of vineyards which produced a good, and even a superior quality of wine, there are many others in which, owing to the great heat and to the presence of the cochylis worm, last year's produce has an unpleasant flavour that is not likely to attract buyers.

Some good wines were doubtless produced in 1892, but many were a failure.

Wine: export trade.

With regard to the export trade, the subjoined table will show that there was a decrease last year of 714,350 gallons in the aggregate shipments from Bordeaux of wines (both in wood and in bottles) to all foreign countries. The countries to

which diminished exportations took place were the United Kingdom, Germany, Belgium, Sweden, Norway, Netherlands, Brazil, Uruguay, and British India; whilst the exportations to Russia, Denmark, Spain, and the Argentine Republic, respectively, exceeded those made in 1891, the increase to the country last-mentioned having been nearly 1,000,000 gallons. (It should, however, be observed that in 1889 no less than 8,270,724 gallons were shipped from hence to the River Plate, but that the commercial troubles have since then largely reduced the trade.) The wines shipped to that country consist almost exclusively of so-called "Vins-de-Cargaison," *i.e.*, wines of the most ordinary and cheapest sort which are drunk by the French, Italian, and Spanish immigrants. It must be taken into account that, since the cessation of the Franco-Italian Commercial Treaty, large quantities of Italian wines which used to be shipped to the Argentine Republic, Uruguay, &c., viâ Bordeaux, are now sent direct to South America from Italy; and it is probable that, in view of existing condition of commercial relations between this country and Spain, the wines of the latter also are now being sent direct to South America, instead of first passing through this port.

The following table contains a comparative review of the shipments of wine from Bordeaux during each of the last two years, viz.:—

Comparative review of exportations of wine during 1892 and 1891 to various countries.

Countries to which Exported.	Shipments of Wine in Wood.		Shipments of Wine in Bottle.	
	1891.	1892.	1891.	1892.
	Gallons.	Gallons.	Gallons.	Gallons.
United Kingdom ..	3,414,972	3,430,812	705,474	626,494
Germany	3,614,820	3,552,230	68,068	59,158
Russia	84,590	138,578	9,856	11,066
Belgium	2,059,420	1,620,256	55,814	48,092
Netherlands	1,494,262	1,443,024	64,350	53,602
Sweden and Norway ..	535,304	139,898	34,546	22,704
Denmark	390,192	403,204	6,006	8,580
Spain	5,302	16,808	16,720	9,460
British India	7,018	1,012	2,068	660
United States of America	261,602	267,872	166,716	136,510
Mexico	174,526	186,164	40,370	55,704
Brazil	438,680	239,910	82,720	47,212
Uruguay	1,042,778	793,128	4,664	6,006
Argentine Republic ..	2,215,246	3,211,120	53,240	44,440
Other countries ..	1,594,032	1,477,278	253,946	276,970
Total shipments ..	17,332,744	16,926,294	1,614,558	1,406,658
Estimated value £	4,443,491	4,246,966	733,900	639,390

NOTE.—Calculated at the rate of 1 hectolitre equal to 22 gallons.

Wine export trade to the United Kingdom.

It has already been observed that there was a falling-off last year in the wine shipments to the United Kingdom; but it will

be seen by the preceding figures that this falling-off took place only in bottled wines, whilst there was an increase—though only of 15,840 gallons—in the exportations of wines in cask. The decrease in the shipment of bottled wines, compared with the year 1891, amounted to 78,980 gallons; the outfall appears, therefore, to have been confined to more expensive clarets, whilst for the cheaper kinds, *i.e.*, such are presumably sold in England at from 18*s.* per dozen to 1*l.* 10*s.* per dozen, there was a rather larger demand. The consumption of the superior growths of claret evidently continues to diminish in extent in the United Kingdom from year to year, owing, doubtless, to the more and more widespread preference for champagne and other sparkling wines, and also perhaps to a recrudescence in the consumption of port wine, amongst those classes which formerly used to be the best customers of the Bordeaux market in so far as concerned the more expensive wines of this district. In many households, moreover, of the less wealthy classes at home, where in former times clarets of a rather better class used also to be met with, the ordinary beverage now more frequently consists in whiskey or brandy and water.

Gradual decrease in shipment of bottled wines to United Kingdom during last decade.

The annual shipment of bottled wines from this port to the United Kingdom have thus gradually diminished during the last decade by more than 300,000 gallons; for whilst the same amounted to 936,496 gallons in 1882, they only reached 626,494 gallons during the past year. The shipments of wines in wood have fluctuated in extent during the last 10 years, but they have, upon the whole, likewise diminished.

Besides the special causes above-mentioned, which have led to a further falling-off in the shipments of wines produced in this district to British ports during late years, the general dulness prevailing in nearly all branches of trade throughout the world during the past 12 months, doubtless, also had the effect of diminishing the demand, both in the United Kingdom and in most other countries in 1892 for Bordeaux wines.

Expectations regarding probable increase of export trade in wines have not been realised. Speedy recovery of export trade not probable.

The expectations alluded to in my last annual report, viz., that the series of comparatively fair vintages experienced in this district before 1891, and the fact that large stocks of these vintages were now held at Bordeaux at comparatively low prices, would attract a larger demand from foreign countries have thus, so far at least, not been realised; nor does it, in view of the existing condition of commercial affairs in Europe, seem likely that a speedy recovery will take place in the wine export trade of this port.

Rise of prices in spring.

With regard more particularly to the course of business at Bordeaux in 1892, it may be observed that after the serious damage done to the vineyards by the frost in April some animation and a rise in prices took place in the wine market; but during the remainder of the year business again calmed down, and prices evinced a falling tendency; and the most extensive transactions were made in 1889 and 1890 vintages, most of these wines being quoted rather lower.

No definite opinion can, as already stated above, be pronounced regarding the quality of the 1892 wines before the expiration of the next two or three months; but it is considered certain that the same will be found very irregular. Very little business has as yet been done in these wines, and most of them are still in the hands of the growers.

1890 wines.

Of 1889 and 1890 vintages large stocks are still on hand at Bordeaux. The favourable opinions held from the first regarding the latter (which, as already remarked by me in my last annual report, are particularly well suited to the English taste, but will require keeping for some time), continue, whilst the 1889 wines have improved, and these will be ready for drinking very soon.

Expectations regarding 1888 wines not fully realised.

1887 wines.

The favourable expectations entertained regarding the 1888 vintage have lately been rather disappointed, some of these having shown signs of mildew; many good sorts will, however, be found among them under careful selection. The full-bodied wines of 1887 are, it is said, turning out well, though they appear to have a slightly hard flavour; the superior growths will, however, not be ready for drinking for some time. The vintages of the next preceding 4 years, having suffered more or less seriously from mildew, cannot be recommended; but amongst those of 1882, 1881, and 1880 many good wines may be found. Of the best older vintages that of 1878 is to be greatly recommended, and some stocks of that year are still held at Bordeaux, but are increasing rapidly in price; as of course are also the wines of 1875, which latter will soon be difficult to purchase here at all, as by far the greater proportion thereof have already passed into private hands.

Considering the late falling-off in the wine exportations from this port, and the growing difficulty of finding a market for them, it is natural that the wine growers and merchants of this district should feel dissatisfied at seeing fresh restrictions placed upon this important branch of the French export trade.

The recent refusal of the French Legislature to sanction the conclusion of the proposed Franco-Swiss Commercial Convention has thus been very unfavourably commented on at Bordeaux. It is pointed out here that the average annual value of the exportations of French wines to Switzerland has during late years amounted to more than 560,000*l.*, and that a large proportion of these wines have been sent from the Gironde; but that, the Swiss Government having now increased the import duties on French wines from 8 fr. 75 c. to 62 fr. 50 c. for wines in wood, and those on bottled wines having been raised even higher, the interests of the French wine trade will be seriously affected in future, as Switzerland will doubtless henceforth supply herself chiefly with Italian and German wines.

The rupture of the commercial negotiations between France and Spain is also considered at Bordeaux to have had a prejudicial effect upon the wine export trade from this country. For according to accounts received here from Spain, the manufacture of sparkling wines, in imitation of champagne, as well as the pre-

paration of red wines which are intended to take the place of the superior class of French clarets has, during the past year, experienced a considerable development in Andalusia and in other Spanish provinces.

It is, however, not only the export trade to foreign countries, but also the inland and local trade in wine which has experienced a diminution of late years; and amongst the prominent causes of this falling-off in the consumption of wine in France itself must be cited the largely increased consumption of spirits. It is stated by good authority that, whilst in 1840, the average annual consumption in this country of alcohol (under various forms) only amounted to 1 litre (or nine-tenths of a quart) per inhabitant; the same now exceeds 4 litres (or 3½ quarts). The consumption of wine, on the other hand, now amounts in Northern France to scarcely 3 gallons per inhabitant, and in some departments even only to 1 gallon; in the Bordeaux district the same is estimated at 35 gallons per inhabitant, a comparatively high figure, but less than it used to be. The reason, again, for this largely increased consumption of alcohol has evidently been its gradually and largely reduced price, which may at present be estimated at about 1*s.* 8*d.* per gallon for average quality.

Under these circumstances the passing by the French Chamber of a new law abolishing the inland taxes on wine, beer, and cider, and increasing the tax on alcohol manufactured in France, has been hailed with much satisfaction by all classes interested in the wine trade in this and other parts of the country, and it is greatly hoped that the French Senate will likewise give its assent to the law in question. For it is confidently expected here that by removing the heavy taxes and formalities which have burdened the French inland wine trade ever since the year 1816, and by simultaneously augmenting the tax on spirits, and consequently raising the price of the latter, this new law will give a considerable impulse to the general consumption of, and particularly to the retail dealing in, the more ordinary kinds of French-grown wine throughout the country. It is, perhaps, right to add, however, that some persons at Bordeaux consider that the adoption of the law in question would not be an unmixed blessing for the consumers, inasmuch as dishonest merchants and retail dealers who, by the existing French Inland Revenue laws, are prevented, to a great extent, from manipulating the stock of wines held by them in a fraudulent manner, would, after the removal of the present formalities, not hesitate to increase their profits by dilution or adulteration of their wines.

Spanish wines imported.

With regard to last year's import trade of foreign-grown wines at Bordeaux, the subjoined figures will show that, compared with those of the year 1891, there was a considerable diminution in the importations of Spanish wines to this port. The importations of Algerian wines were about as large as in the preceding year; those of Portuguese wines slightly larger; but those of Italian wines were much more extensive than in 1891, the same

having increased from 19,294 gallons in that year to 1,212,376 gallons in 1892. The arrivals from all other countries experienced a diminution of above 1,000,000 gallons.

Countries whence Imported.	Importations of Foreign Wines to Bordeaux.		
	1890.	1891.	1892.
	Gallons.	Gallons.	Gallons.
Spain	20,114,930	33,871,288	18,889,002
Algeria	8,475,500	9,069,544	9,093,568
Portugal	3,612,224	419,650	626,164
Italy	6,446	19,294	1,212,376
Other countries (chiefly from Austria-Hungary)	4,048,066	2,385,526	1,087,790
Total importations ..	36,257,166	45,765,302	30,908,890

NOTE.—Calculated at the rate of 1 hectolitre equal to 22 gallons.

The large falling-off last year in the importations particularly of Spanish wines must be ascribed partly to the fact (already noticed above under export trade) that larger quantities of these wines are now shipped direct from Spain to South America than formerly, and partly to the diminished demand at Bordeaux for Spanish wines for blending with the lighter French wines of inferior quality; for, owing to the increased production during the last few years of available French wines, these latter are now used for that purpose to a greater extent. Italian wines, on the other hand are also, it would seem, becoming more appreciated again for blending purposes; but the prominent cause for the largely increased importations of Italian wines during the past year was probably the low rate of freights from Italy to this port.

Plums. The French plum crop of 1892 was below the average yield, being about 20 per cent. smaller than that of the year 1891. Prices opened in August at a comparatively high figure, viz., 32*s.* per cwt. for the so-called four sizes 70-5, 80-5, 90-5, and 100-5 fruit to the French pound; and under a steady demand prices gradually advanced, the season finishing at 2*l.* per cwt. for the above-mentioned standard sizes, and stocks were entirely exhausted. The Californian plum crop having been one-third less than in 1891, and last year's apple crop having likewise been small, there was a certain demand for French plums from the United States in spite of their high prices; but the by far larger proportion was consumed in this country itself. The quality of the 1892 crop was remarkably fine.

Walnuts. Walnuts were an abundant crop last year; and under a large demand from foreign countries the average price for good quality was maintained during the autumn shipping season at 19*s.* per cwt. Several thousand bags of "cornes de mouton" walnuts, which had been rejected here on arrival as insufficiently dry, and

were stored afterwards in warehouse, were eventually cleared off at 11*s.* per cwt., leaving a loss to inland packers. The trade in walnut kernels is increasing, some 5,000 cases having been ordered here by New York and Chicago importers. These kernels are packed in cases of 25 kilos. each, their price has lately been 2*l.* 18*s.* per cwt.

Sardines. Sardine-fishing last year showed very poor results in France up to the end of July; but in August large shoals of small fish appeared off the northern coast of Brittany, and large numbers of these kinds were continued to be caught up to December. In former years small sardines used only to be found in the Vendée fishing grounds, and the larger kinds were found almost exclusively in the Finisterre district; last year's experience has, however, shown that the former appear also in other parts. The fair autumn fishing naturally caused prices to fall, viz., from 1*l.* 16*s.* in July to 1*l.* 9*s.* in December per case of 100-4 tins, of prime export quality. In Spain and Portugal, notwithstanding last year's diminished out-puts, owing to the indifferent results fishing, prices have steadily declined; so that at the close the year fair quality could be bought as low as 1*l.* 1*s.*, whilst common quality was quoted at 18*s.* 6*d.* This depreciation of value in the face of small yields was, it is stated, due to a great degree to the depression of trade in Australia, the largest outlet for sardines of inferior qualities.

Gums The importations of Senegambian gums during 1892 attained 41,546 bags, making a total of about 3,500,000 kilos., that is to say about one-eighth less than in 1891. Considerable difficulty was experienced in Senegal in getting in the crop, owing to a very rainy season. Prices which at the beginning of the harvest ranged very high, gradually fell and remained finally 15 per cent. lower at the end of the year. The situation of the gum market is now very quiet, chiefly because of the large quantities and low prices of eastern gums gathered in Arabia, Egypt, &c., which have prevented much business being done here.

Rice. The position of the rice market seems to be stationary; the imports last year having been 11,970 tons of paddy, of which 2,000 tons were from Moulmein, and the rest from Saigon. Prices ruled firm throughout the year.

Coffee. The stocks of coffee at Bordeaux at the close of 1892 were 27,037 bags, against 18,803 bags in the previous year, and importations were rather more extensive than in 1890 and 1891. It is hoped here that this increase will continue in future, and that the end of the crisis which affected this branch of trade at Bordeaux, and which lasted from 1887–90 has thus been passed. There were only small variations in prices last year, the same remaining very high and closing firm.

Cocoa. Cocoas have been subject to greater fluctuations during the past 12 months than in previous years, and South American, West Indian, and French colonial sorts fetched 15 per cent. to 25 per cent. more than in 1891. Bordeaux received 57,336 bags in 1892, against 53,974 bags in 1891, and 55,867 bags in 1890;

but the stock on hand at the end of December last year, exceeded that at the end of each of the two preceding years by about 4,500 bags. Venezuelian cocoas still form the principal basis of the importations to Bordeaux as regards this article, and in these sorts prices remained almost stationary during the past 12 months.

Sugar. Although the quantity of beetroot sown in 1892 was much larger than in previous years, the results of last year's harvest were inferior to those of 1891, and it is estimated that the crop for 1892–93 will give only a total production of 590,000 tons of sugar, as against 635,920 tons in 1891–92, thus showing an outfall of about 46,000 tons. This figure may be yet somewhat modified, as the total production has not been quite terminated, but not to any great extent, so that a deficit must certainly be counted on.

Hides. Importations of dry and salted hides were about as extensive last year as in 1891. The financial troubles in the Argentine Republic are doubtless the cause of the stagnation of this branch of trade; but towards the end of 1892 business began to look rather more favourable. The average prices of hides were maintained unchanged, and followed those of 1891. The latest reports from South America have caused a more hopeful tone in the European hide markets and a more satisfactory year is now looked forward to as regards this article.

Sheepskins (River Plate). The situation of the market in River Plate sheepskins during 1892 was about the same as in the 1891. Sales here were more extensive, but owing to epidemic diseases amongst the flocks in South America (caused by the long drought) a rise took place in importations which amounted to about 49,000 bales against 40,268 bales in 1891. Notwithstanding the fall in the price of wool during the past year, those of sheepskins maintained themselves, and the pelts were in considerable demand.

Importations of Australian sheepskins, which amounted to only 5,000 bales in 1891, increased last year to 10,000 bales, of which about one-half were consumed here by local industries, the remainder being sent to the south-east of France. The sale of the pelts is facilitated by a more systematic classing of the different qualities, thus allowing a more exact appreciation on arrival. The weights and style of packing of Australian sheepskins are being brought nearer now to those of the River Plate. The obligation of discounting bills on arrival of the skins prevents, it is said, prices from being generally maintained in Australia above those of the European markets.

Sheepskins (Cape of Good Hope). The arrivals of Cape sheepskins have been very limited in extent. Only about 500 bales were received here in 1892, one-half of which were destined for Bordeaux, the remainder being in transit. With better packing and cleaning, a good market could, it is thought, be found here for these skins; but much remains to be done in these respects, and shipments at present are stated to leave much to be desired.

Dye-woods. The quantities of dye-woods imported here in 1892 did not exceed those of the previous year by more than 10 per cent.,

owing to the limited stocks. The competition expected from the cheaper aniline dyes (which was alluded to in my last report) cannot, so far as this district was concerned, be said to have been felt in 1892. It may be observed, however, that considerable quantities of dye-woods which used to come to Bordeaux in former years, are now sent to Marseilles and Havre, where there is doubtless a better market for these goods.

Cork. Since last year business in cork here has undergone little change, but the export trade has suffered a good deal from the rupture of several commercial treaties concluded between France and foreign states; for the high customs duties now imposed by the latter on manufactured goods, whilst nearly all raw materials are admitted free, have induced these countries to draw their cork supplies direct from Spain, Portugal, and Algeria, instead of from Bordeaux and other parts of France. The introduction in many foreign countries of machinery for cork-making has, moreover, also increased foreign competition in this branch of trade, of which, until recently, France has been accustomed to enjoy almost the monopoly.

Resin and turpentine. The production last year of resin, both in this country and in the United States of America, was much more abundant than in previous years. It is estimated that there was last year an increase of 15 per cent., or 20 per cent. over the yield of 1891, thanks more especially to the favourable weather. By reason of this augmented production of resin, prices of turpentine fell considerably in the course of last year, and a fair export trade took place. For resin the demand was good throughout 1892, and prices were satisfactory for producers. The use of this article is extending, and many new industries are now employing it, both in France itself and also in neighbouring countries. It is estimated that in 1892 6,000 tons of turpentine and 30,000 tons of resin were exported, and 12,000 tons of turpentine and 50,000 tons of resin were consumed in France.

Coals. The importations of British coal to Bordeaux during 1892 amounted to 495,000 tons, against 440,000 tons in 1891, and 425,000 tons in 1890, the quantities received by the Orleans and Midi Railway Companies being included in the preceding figures. The proportion taken up by these two companies at Bordeaux in 1892 amounted to no less than 77,000 tons, whilst in 1890 they took no British coal at all; but in 1891 they took up 41,000 tons. The consumption of British coal for private use at Bordeaux has accordingly not varied much in extent during the last 3 years. The lower price of British coal enables it to hold its own successfully against the French article. The long-continued strike at Carmaux last year may also have had some influence in attracting English coal to this port in larger quantities, but the prominent cause is considered to have been the recently more active condition of various branches of industry in this district. Prices are now lower than in the beginning of 1891, and it is to be hoped that they will remain within reasonable bounds, as not only an annually augmenting number of households, but

also an increasing number of industries, at Bordeaux now use British coal.

Bacon and lard.

Regarding bacon and lard, there is little to add to the remarks made in my last year's report. Prices of both articles remained very high throughout 1892, home produce being cheaper than the imported article, but not suffering in quantity for general wants. Very little foreign bacon and lard was imported, however, last year to this port, owing to the difficulties and expenses connected with its inspection on entry into France, and also to the high rates of customs duty. The trade appears at present to be abstaining from purchasing in hopes of a reduction in the customs tariff. A certain increase is said to have taken place in this country in the rearing and breeding of pigs, in view of the restrictions on the import trade; but, so far, farmers are stated to have made but little profit, so that it can evidently be neither the latter nor the consumer, but the "middleman" only, who has benefited by the rise in prices during the past 12 months.

Wheat.

The past year opened under the depressing influence of the heavy purchases made in this country of foreign wheat during the last part of 1891, and prices gradually gave way until the decline, between the beginning and the end of the year, reached about 5 fr. per 100 kilos. The prospects of a fair average crop, which had appeared likely in the spring, were fully realised in the south-western departments of France, and the harvest in this Consular District was accordingly a good average one for quantity, and excellent as regarded the quality of the grain. The most remarkable feature of the trade during the past 12 months was that the increased import duty had no effect whatever upon the prices of wheat, for when, on June 1 last, the new rate of duty (5 fr. per 100 kilos.) was put into force, values remained the same as before that date. Millers in this country had some months previously purchased rather large quantities, in view of the approaching increase of duty; but in the meantime prices in the exporting countries gave way to a sufficient extent to prevent a rise in values.

Maize.

Trade in maize was less extensive during 1892 than in former years, owing more especially to a good crop in this country. The fluctuations for the imported article from the River Plate, the United States of America, and Roumania were but inconsiderable, and prices at the end of the year stood about the same as at the beginning, there being little demand.

Oats.

No imports of oats from foreign countries took place here during the past year, in consequence of the fair harvest in the districts of Poitou, Saintonge, and Brittany, whence this neighbourhood draws its oat supplies; and prices remained throughout at an average figure.

Peas.

The crop of green peas, a very important article for the Bordeaux preserving trade, was partially destroyed by the heavy frost in April, and was consequently very small, and packers were unable to obtain their full requirements. Sales, however, were brisk and well maintained, but before the end of the season peas were completely sold out in all markets.

Tomatoes.

A plentiful and good crop of tomatoes was gathered last year in this district, prices being well kept up, and the demand even better than in previous years.

Beans.

French beans were likewise, owing to the severe frost, somewhat backward in June, but the second crop in September was very successful, and prices then became easier. Sales were well maintained.

Truffles.

The truffle harvest was very abundant, and, unlike the year 1891, truffles had not suffered from the frost. Quality was excellent, and a good business was done by packers.

Asparagus.

The crop of asparagus was very limited, owing to the cold in April, prices being high, with a well-sustained demand.

Mushrooms.

There was likewise a good demand for mushrooms, the market for which was normal; a fall in prices may, however, be expected in consequence of large contracts entered into here by packers for the United States of America.

Chemical products: artificial manures.

With regard to artificial manures, there is little to be added to the remarks made in my last annual report. During the past year large quantities of natural superphosphates were imported here from Belgium, together with other chemical products used chiefly in viticulture, and all found a ready sale, the French vineyard proprietors employing these now more and more extensively.

Sulphate of copper.

The stocks of sulphate of copper at the end of 1892 were far smaller than at the same period of 1891, but prices kept pretty low throughout last year until the last days of November. Both the middlemen and importers sustained a loss, as they had bought on forward delivery at the beginning of the season at higher prices than ruled when the article was actually brought to market.

The general demand was less extensive in 1892 than during the preceding twelvemonths, in consequence of the very dry weather last year having to a considerable degree prevented cryptogamic diseases amongst the vines, so that many vineyard proprietors only used very weak solutions of sulphate of copper, and instead of repeated applications applied the same only once.

Nearly all importations of sulphate of copper were from United Kingdom.

Nearly all the importations of this article were from the United Kingdom; only very small shipments arrived from Germany and from the United States of America. The duty on sulphate of copper imported from the country last named into France is 1 fr. per 100 kilos. higher than on this article if imported from countries enjoying the French minimum tariff rates, and thus the American product is virtually shut out from the market here. The local industry in this article has greatly declined in importance of late, owing to foreign competition. The diminution which has of late taken place generally in the quantity of sulphate of copper used in the treatment of cryptogamic diseases of the vine (mildew, &c.) has found a set-off in the more and more extensive use of this product for other purposes, both agricultural and industrial, so that the importations to this country will probably continue to be about as extensive as heretofore. The quantities imported last year to Bordeaux are estimated at about 10,000 tons.

Decline of local sulphate of copper industry.

Wood.

The arrivals of all kinds of wood at this port during 1892 are stated to have amounted to 12,942 standards (amongst which 674 standards from New Brunswick and 608 standards from British India) against 56,466 standards during the preceding year, and 29,674 standards in 1890. In order to avoid payment of the duty imposed by the French Tariff of February, 1892, importers at Bordeaux had very considerably augmented their stocks during 1891, and all the business done here last year consisted in keeping up stocks. The finer woods of the White Sea and the Finnish and Swedish forests may, however, be taken as an exception to these remarks, these kinds forming rather more than one-third of the total imports, as there are no similar qualities in France. It is to be hoped that the report of the conclusion of a commercial convention between the Dominion of Canada and France may be true, for at present New Brunswick wood and other Canadian products have to pay duty in this country according to the maximum tariff rates, and the wood import trade to Bordeaux from New Brunswick which has to contend with the competition of the forests of the south-western departments is of course prejudicially affected thereby.

Oysters.

The quantity of oysters exported in 1892 by the breeding establishments on the neighbouring bay of Arcachon is estimated at about 200,000,000; of these about 30 per cent. went to England, where they are sold, after being fattened, as natives.

Population and Industry.

Population according to last census.

Increase of population due to immigration.

Excess of annual death-rate over birth-rate.

Next to Paris, Lyons, and Marseilles, Bordeaux is the most populous town in France, and according to the census held here in 1891 contains 252,054 persons. But though during the last 10 years the population of Bordeaux has increased by about 30,000 persons, this increase has been almost entirely due to immigration from the neighbouring rural districts and from foreign countries; for during late years the number of births in this town has been less than that of the deaths, as will appear from the following figures, viz.:—

Description.	Total Number in the Year.				
	1888.	1889.	1890.	1891.	1892.
Births	5,511	5,388	5,167	5,273	5,319
Deaths	5,788	5,947	5,977	6,364	5,629
Marriages	2,056	2,015	1,986	2,017	2,204
Divorces	...	98	95	136	102

Setting aside the year 1891 in which the mortality was exceptionally great, owing to the large number of deaths from pulmonary and chest diseases caused by the influenza epidemic, it

Figures for 1892 appear more satisfactory, but number of deaths still exceeded that of births.

may be said that, compared with previous years, the figures for 1892 are more satisfactory, as the death rate appears to have been lower than in the previous 5 years. There was, however, last year again a considerable excess in the total number of deaths over that of births. The number of marriages was, on the other hand, about 10 per cent. greater than in the preceding year, whilst the number of divorces diminished by about 30 per cent.

Health of Bordeaux in 1892 satisfactory in spite of great heat.

In spite of the great heat and long drought prevailing last summer, the general condition of health of the inhabitants of Bordeaux during 1892 may be said to have been an unusually good one. Though during July and August there were numerous cases of diarrhœa, this town was fortunate enough to escape during those and subsequent months the visitation of cholera; and the only case which occurred in the Gironde Department was at Pauillac, whither the same was imported from Havre on board a French steamer. During the autumn months small-pox appeared in an epidemic form and caused 101 deaths during September and October: this disease is in fact still prevailing here (though not in so serious a degree), notwithstanding the preventative measures taken by the municipality to arrest its continuation. Public gratuitous vaccinations are held several times a week and every fresh outbreak of disease is at once isolated by the authorities, but the obstinacy of the most ignorant portion of the population against following the official injunctions renders it extremely difficult for the municipality to deal effectually with this malady. The frequent appearance of small-pox at Bordeaux is stated to be due to the presence in this town of large numbers of Spanish work men who import the disease from their own country when they arrive here in search of work.

Only one case of cholera occurred in Bordeaux district in 1892.

Small-pox epidemic in 1892.

Measures taken against spreading of small-pox.

Small-pox supposed to be introduced from Spain.

Most deaths are due at Bordeaux to diseases of the lungs, chest, &c.

Notwithstanding the comparatively mild climate of this district the largest proportion amongst the annual number of deaths are always caused by diseases of the chest, lungs, and throat; and last year, again, consumption of the lungs alone was the cause of 10 per cent. of all deaths.

Increasing attention given to measures against tuberculous diseases.

Increasing attention is, however, now being given here, as well as in other parts of the world, to the continued ravages of this terrible disease, which annually carries off more victims than any other malady, including cholera; and a league has lately been formed at Bordeaux, as well as in other French towns, under the guidance of experienced physicians, for combating the spread of infection arising from tubercular maladies by diffusing the knowledge regarding the most efficacious methods to be taken for that purpose.

Industries.

Many important industries, but few large factories.

It has already been stated in my former annual reports that there are not many large manufacturing works at Bordeaux, and that the majority of the working population of this town and neighbourhood are engaged either in trade or shipping, or in some occupation connected with viticulture. There are, however, at Bordeaux and in other parts of the Gironde Department a certain number of industries which (though they are not carried on in

large establishments, but rather in numerous smaller workshops and factories), have obtained some importance. These are—

Industries connected with wine trade.

1. Industries connected with the wine trade, viz., cooperage works, glass bottle factories, capsule factories, packing-case factories, straw wrapper factories, manufactories of tartrates, of vinegar, &c.

Refining and canning industries.

2. Industries for refining, preserving, canning, and packing, and distilleries, viz., sugar refineries, flour mills, rice-peeling mills, fruit, vegetable, fish, and meat-preserving and packing factories, spirit and liqueur distilleries. The canning industry at Bordeaux, though of considerable importance, is not so extensive as might be presumed from the facilities existing in this district for obtaining the raw products, and also in view of the annually growing consumption of such goods in all parts of the world. It is affirmed that, at present, the importation of canned goods to Bordeaux still exceeds the quantity prepared here for exportation.

Paper-mills and resin production.

3. Industries employing vegetable substances, viz., paper mills, and works connected with resin production. The latter, owing to the extensive pine forests of this department are of considerable importance, a large export trade being done here in resin turpentine.

Textile industries.

4. Textile industries, viz., more especially factories of ready-made clothing and similar goods.

Tobacco factory.

5. Tobacco and cigar industry; this branch of industry is, as in other parts of France, in the hands of the State, which has a large tobacco and cigar factory at Bordeaux the annual production of which is estimated to amount in value to between 600,000*l.* and 700,000*l.*

Metallurgic industries.

8. Metallurgic industries, viz., machinery works, copper foundries, and a few blast furnaces.

Petroleum refineries and pottery works.

7. Mineral industries, viz., petroleum refineries, and pottery works. The latter consist in a very old established factory at Bordeaux, which in former times used to produce the well-known Bordeaux blue pottery.

8. Industries connected with ship-building. This branch of industry which, a quarter of a century ago, is said to have been very flourishing, is now of little importance, and the State bounties accorded during the last 12 years to French-built vessels have, as already mentioned by me in former reports, not been able to resuscitate the same. The official commission which, in connection with the question of renewing the French shipping bounty laws, recently visited the principal ports of the United Kingdom, in order to compare the condition of the British with the French ship-building interest, appears in its report to have pronounced it hopeless for French builders to try to compete with British, unless the former were in future granted a high bounty by State, that is to say, a far higher one than accorded by the old bounty laws of 1881.

Bounty Laws had not the effect of resuscitating ship-building industry.

French ship-building not considered able to compete with British builders.

Public Works.

Progress of new stone embankment and quays.

About one-third of the 1,700 yards of new stone embankment and quays on the left bank of the river at Bordeaux (which it was hoped would have been finished in their entirety this year), were opened to public traffic at the end of 1892; but the date of completion of the whole work appears as yet very uncertain. In the interest of the shipping visiting this port, the dilatory manner in which the construction of these new quays has been carried on is much to be regretted; for on the one hand more quay room is urgently required by vessels loading or unloading in the river at Bordeaux, and on the other hand all sea-going vessels visiting this port since the construction of these works was commenced, have been, and continue to be, obliged to pay a heavy additional tonnage duty, which is levied towards payment of the interest on the sums advanced by the Bordeaux Chamber of Commerce for defraying the costs of the works.

Completion of new embankment very desirable in the interest of shipping.

Charges on shipping for defraying costs of new embankments.

In view of the serious damage done during recent years by the incursions of the sea in the low-lying districts at the mouth of the River Gironde, extensive works, consisting more particularly in strong dykes, are about to be carried out by the French authorities in those parts, which will, it is stated, cost several millions of francs.

Projected dykes at entrance of Gironde against incursions of the sea.

Much discussion took place last year both in the public press and at meetings of public bodies at Bordeaux, with reference to the projected erection by the French Transatlantic Steamship Company of extensive landing-stages at Pauillac, the outport of Bordeaux, for the use of passengers and goods embarking by its large ocean steamers.

Landing-stages at Pauillac.

Objections at Bordeaux to Pauillac landing-stages being built by a private company.

The Chamber of Commerce, as well as most leading commercial men at this port, are strongly opposed to the execution of this project, as they believe it would be prejudicial to the interests of Bordeaux, and would confer an undue privilege upon a private company; and they are also of opinion that the Chamber of Commerce alone should have the exclusive right of making landing-stages for the use of shipping, or, in fact, any other harbour improvements at Bordeaux itself or at any point of the river below this port, which may be regarded of importance for the interests of Bordeaux.

Steam ferries at Bordeaux.

The insufficiency of the means of communication between the two banks of the River Garonne (upon which this town stands), which are at present only connected by one bridge available for vehicles, the second bridge being used by the railway and by foot-passengers only, has long created the wish for another bridge or a tunnel connecting the two sides. After due investigation of the question, the execution of either of these projects has been pronounced too costly, and it is intended now to establish large steam ferries, which would run every few minutes, and be able to carry at least eight heavy carts, besides a large number of passengers, each voyage.

New railway terminus.

The first portion (the arrival hall) of the new railway terminus

of the Southern Railway Company at Bordeaux is about to be opened for the use of the public; but the entire completion of this extensive work will probably take another 4 years.

A new central post office will, in the course of the year 1893, be opened for the use of the public of this town. New central post office.

The new building, containing the municipal library of Bordeaux and other collections belonging to the town (which had been inaugurated in 1891), was thrown open for public use last spring. New municipal library.

The first step towards establishing cheap baths for the use of the poorest classes of this city was made last autumn by an association of philanthropic citizens, by the erection of a small bath house, where warm or cold shower-baths may be obtained at any time of the day for the sum of 1½*d*. If successful, other similar establishments will be erected in course of time. Cheap baths for the poorest classes.

The telephone line from Paris to Bordeaux was opened for public use last summer. Its total length is 340 English miles, and the expense of laying down the line has been about 26,000*l*. sterling. The charge for communicating between the two towns is 3½ fr. for 5 minutes' conversation. Telephone from Paris to Bordeaux.

The establishment of the telephone line to Paris has had the effect of considerably increasing the number of subscribers to the Bordeaux telephone system, the latter having now been joined to that of the French capital, and further connections with Bayonne, Biarritz, and Pau (where local systems already exist) will doubtless soon be made. Arcachon and Pauillac have been joined by telephone with this town since some time. Local telephonic communication. Telephonic connection with neighbouring towns.

The project of connecting the Atlantic and Mediterranean coasts of Southern France by a ship railway (instead of by a canal, which would be far too costly an undertaking for private enterprise, but which, on the other hand, is unlikely to obtain Government support) appears now to be finding more favour amongst the public of this district, for the departmental council of the Gironde at a recent sitting passed a resolution recommending the project to the favourable attention of the French authorities. Ship-railway from Atlantic to Mediterranean. Public opinion at Bordeaux is favourable for construction of ship railway.

It is further reported that a company has been lately formed for undertaking the work, that is to say, first building the portion of the proposed ship-railway from the Atlantic to Bordeaux, and, in the event of this piece proving successful, then continuing the same to the Mediterranean. The ship-railway is, according to the present project, to be made available for the largest class of sea-going vessels.

General Remarks.

Having in my annual trade reports repeatedly dwelt upon the fact that comparatively speaking liberal opinions are held by the leading commercial classes of this port on most economical questions which affect their interests, and having also Public feeling at Bordeaux regarding new custom policy

mentioned the wishes, recommendations, and protests put forth by the Bordeaux Chamber of Commerce and by other public bodies and leading persons in this department at the time of the debates in the French Chambers upon the new customs tariff, it is probably hardly necessary for me now to observe that the actual introduction of this new tariff (which took place on February 1, 1892) has met with little favour here. Though a good many experienced persons are of opinion that it may, as yet, be too early to judge correctly of the full effects of the protectionist policy (embodied in the tariff of last February) upon the commerce of this and other parts of France, it is pointed out by leading economists at Bordeaux as undeniable that this policy has certainly not been able to counteract the unfavourable effects of the commercial and industrial depression resting since the past 12 months on most branches of business in this country.

New customs policy not considered to have prevented commercial depression.

The abrogation, moreover, of several commercial treaties between France and certain States which used to carry on an extensive trade with this country, and the consequent interruption, not to say cessation, of many important business relations, continues to be regarded as a serious misfortune by the commercial interests of this district. It is true that in 1891 the Bordeaux Chamber of Commerce also recommended the abrogation of the commercial treaties in question, but it advised this course only under the proviso that other (from a French point of view more judiciously framed) commercial conventions should be concluded with the States referred to, and that these new conventions should come into force immediately after expiration of the old ones.

Opinions regarding abrogation of certain commercial treaties.

Bordeaux Chamber of Commerce advised conclusion of other conventions.

French colonial provincial museum at Bordeaux.

In accordance with the proposition made last October by the French Government, a permanent exhibition or museum of samples of French colonial products, as well as of French goods adapted for exportation to the French colonies, is about to be established at this and the other larger commercial sea ports of France, under the management of the Chamber of Commerce. These provincial colonial museums are intended to be reproductions, on a smaller scale, of the colonial exhibition already existing at Paris, the latter having, it is stated, been found of great practical use to industrial and commercial firms. The museum at Bordeaux will be situated in the exchange building, so as to be easily accessible to the mercantile community.

Permanent exhibition of South American products at Bordeaux.

At a meeting recently held at this port by the Consular representatives of the South American Republics, a resolution was passed recommending their respective Governments to establish a collective permanent exhibition at Bordeaux of specimens of the various products of the South American Continent. It is expected that, if carried out judiciously, such an exhibition would be of much use to the commercial interests of the countries concerned, and would be also welcomed by the commercial classes of Bordeaux.

The International Industrial Exhibition which, as mentioned in my last annual report, was to be held at Bordeaux in the year 1894, has been put off until the year 1895.

Bordeaux International Exhibition adjourned until 1895.

BAYONNE.

Mr. Vice-Consul Leeson reports as follows:—

Annex I.—RETURN showing Increase of all Shipping at Bayonne during the Years 1891–92.

	Number of Vessels.*	Tons.
Entered	47	237,392
Cleared	59	30,901
Percentage of British shipping	14·06	31·14
Increase, 1892	11	10,275

* No British sailing vessel entered.

ARRIVED FROM GREAT BRITAIN.

Year.	Number of Vessels.	Registered Tons.	Articles.	Tons.
1892	90	58,426	Coal	106,832
1892	1	743	Fire bricks ..	1,320
1892	1	357	Creosote	550
Total, 1892 ..	92	59,526	Total, 1892 ..	108,702
„ 1891 ..	77	48,327	„ 1891 ..	87,729
Increase, 1892 ..	15	11,199	Increase, 1892 ..	20,973

ARRIVED FROM FOREIGN PORTS.

Country	Number of Vessels.	Registered Tons.	Articles.	Tons.
America	11	12,172	Wheat	23,370
Roumania	5	5,006	„	10,335
Africa	1	739	Maize	1,300
Total, 1892 ..	17	17,917	Grain	35,005
Spain	1	731	Ore	1,500
Total foreign cargo	18	18,648		
In ballast (France) ..	5	2,123		
„ (Spain) ..	1	464		
Total, 1892 ..	24	21,235	Total, 1892 ..	36,505
„ 1891 ..	28	22,159	„ 1891 ..	37,185
Decrease, 1892 ..	4	924	Decrease, 1892 ..	680

CLEARED FOR GREAT BRITAIN.

Year.	Number of Vessels.	Registered Tons.	Articles.	Tons.
1892	23	19,049	Pit-props	28,310
1892	3	1,131	Resin	1,645
1892	1	300	Zinc ore	600
Total	27	20,480		
In ballast	4	3,978		
Total, 1892 ..	31	24,458	Total, 1892 ..	30,555
„ 1891 ..	42	30,427	„ 1891 ..	41,952
Decrease, 1892 ..	11	6,969	Decrease, 1892 ..	11,397

CLEARED FOR FOREIGN PORTS.

Country.	Number of Vessels.	Registered Tons.	Articles.	Tons.
Spain	2	1,508	Sleepers	2,700
Salonica..	1	776	Rails	1,400
Total foreign cargo	3	2,284		
In ballast (Spain) ..	82	54,875		
„ (France) ..	2	1,108		
Total, 1892 ..	87	58,267	Total, 1892 ..	4,100
„ 1891 ..	61	39,588	„ 1891 ..	700
Increase, 1892 ..	26	18,679	Increase, 1892 ..	3,408

There was one casualty, the steamship "Gwentland," from Tyne, with coal, grounded at entry of Adour on February 10; lost stern-post and rudder, with other damages to ship and pier; was eventually towed off by tugs from Bilbao. Temporary stern-post and rudder fitted by Moffat of Bilbao; vessel returned home in ballast.

The increase in size and draft of vessels, principally English, which now visit Bayonne, shows an improvement in the entry, though the bar is still impassable at ordinary neap tides to vessels drawing over 14 feet. At ordinary spring tides vessels drawing 18 feet now can enter, weather and state of sea permitting.

Annex II. gives a comparative return of the foreign commerce of the department in 1890-91.

The custom-house returns for 1892 are not yet made out.

The population, according to census of 1891, is 27,192, garrison included, a reduction of 177 on census of 1886.

Year.	Births.	Marriages.	Deaths.
	Number.	Number.	Number.
1892	459	156	580
Increase on 1891 ..	..	17	3
Decrease „ ..	45	..	..

The general health has been good.

No new public works have been commenced. The necessity has been officially acknowledged of constructing new quays and a railway terminus on the left bank of the River Adour, in connection with the Line du Midi, between Bordeaux and Spanish frontier: negotiations are now going on between municipal authorities and Government engineers to decide the line of the branch railway.

The line to Cambo and Osses is now open, and is being continued to St. Jean Pied-de-Port, and St. Etienne-de-Baïgorry, thus affording communication with the district which contains considerable mineral wealth, principally iron ore, in sufficient quantity to supply at least the ironworks at Le Boucau, a branch of the Company des Hauts-Fourneaux, Forges et Acieries de la Marine et des Chemins de Fer, which imported in 1891 from Spain 200,000 tons of ore.

The company, which holds a Government concession for working all minerals in the Baïgorry district, is in liquidation. The price demanded for the purchase of the concession is exorbitant.

The Government have served notice of withdrawing the concession if the works are not at once opened up; but I am credibly informed it would take 12 months to establish a steady output of ore.

The works at the new dry dock progresses but slowly.

Trade during the last year has been bad at Bayonne, owing to the low value of Spanish money, also the increase in custom duties.

Annex II.—RETURN of all Shipping at the Port of Bayonne in the Year 1892.

ENTERED.

Year.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1892	...	...	116	81,761	116	81,761
1891	...	...	105	70,556	105	70,556
Increase on 1892	...	...	11	11,205	11	11,205

CLEARED.

Year.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1892	...	...	118	82,725	118	82,725
1891	...	...	103	70,015	103	70,015
Increase on 1892	...	...	15	12,710	15	12,710

RETURN of all Shipping at the Port of Bayonne in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	116	81,761	116	81,761
Belgian	...	...	24	10,296	24	10,296
Norwegian	1	256	5	2,198	6	2,454
Swedish	1	152	2	1,073	3	1,225
German	1	215	1	464	2	679
Danish	2	314	...	...	2	314
Greek	...	...	1	1,045	1	1,045
Austrian	...	...	1	383	1	383
Spanish	81	4,224	115	18,604	196	22,828
French	159	11,697	315	129,482	474	141,179
Total	245	16,858	580	245,306	825	262,164
,, for the year preceding ...	242	16,831	536	219,962	778	236,793
Increase on 1892	3	27	44	25,344	47	25,371

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	118	82,725	118	82,725
Belgian	...	...	23	9,983	23	9,983
Norwegian	1	256	5	2,198	6	2,454
Swedish	1	152	2	1,073	3	1,225
German	1	215	1	464	2	679
Danish	2	314	...	...	2	314
Greek	...	...	1	1,045	1	1,045
Austrian	...	...	1	383	1	383
Spanish	80	4,161	110	18,764	190	22,925
French	167	12,174	314	129,765	481	141,939
Total	252	17,272	575	246,400	827	263,672
,, for the year preceding ...	235	16,905	533	218,930	768	235,835
Increase on 1892	17	367	42	27,470	59	27,837

Annex III.—Return of the Principal Articles of Export from Bayonne during the Year 1890–91.

Articles.		1891.	1890.	Differences in 1891.	
				Increase.	Decrease.
Horses	Head	407	535	...	128
Mules	,,	4,387	4,905	...	518
Salt meat	Kilos.	12,966	8,757	4,209	...
Cereals and vegetables	Quintals	7,485	16,920	...	3,435
Sugar	Kilos.	269	...	269	...
Resin	,,	14,958,419	17,997,207	...	3,038,788
Timber	Tons	179,647	107,644	72,003	...
Marble work	Kilos.	34,944	69,313	...	34,369
Coal coke	Quintals	9,387	11,320	...	1,933
Chemicals	Kilos.	230,614	271,287	...	20,673
Wine	Hectolitres	6,914	4,274	2,640	...
Woven goods	Kilos.	1,216,463	1,104,582	111,881	...
Basket work	,,	49,506	131,087	18,419	...
Haberdashery	,,	630,856	1,032,479	...	401,623
Furniture	,,	302,969	374,535	...	71,566
Metal work	,,	1,767,346	2,563,559	...	796,213
Gold coin and ingots	Grams	233,50	...	233,250	...
Silver coin and bar	,,	41,901,000	...	41,901,000	...

Return of the Principal Articles of Import to Bayonne during the Years 1890–91.

Articles		1891.	1890.	Differences in 1891.	
				Increase.	Decrease.
Horses	Head	509	625	...	116
Cattle	,,	227	641	...	414
Sheep	,,	725	382	343	...
Pigs	,,	454	97	357	...
Fish	Kilos.	3,206,705	2,528,378	678,327	...
Wheat	Quintals	305,533	277,721	27,812	...
Fruits	Kilos.	314,553	365,684	...	51,131
Sugar	,,	3,853	4,542	...	689
Cocoa	,,	40,513	44,531	...	4,018
Coffee	,,	128,629	118,473	10,156	...
Olive oil	,,	64,262	11,959	52,303	...
Petroleum	,,	...	33	...	33
Coal	Quintals	1,718,715	1,401,541	317,174	...
Pig iron	Kilos.	137,187	20,765	116,422	...
Wines and liqueurs	Hectolitres	446,254	345,803	101,451	...
Gold coin and ingots	Grams	61,207	38,960	22,247	...
Silver coin and bar	,,	52,953,180	63,794,872	9,158,308	...
Iron ore	Kilos.	100,978,737	113,131,765	...	12,153,028
Jute	,,	...	687,216	...	687,216

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON & SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1478)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1167.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF CALAIS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1076.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—54.] *Price Twopence Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
1047.	Fiume	1d.	1107.	Canton	1d.
1048.	Wuhu	1d.	1108.	Paramaribo	1½d.
1049.	Cagliari	1d.	1109.	Tunis	1½d.
1050.	Erzeroum	1d.	1110.	Sofia	3d.
1051.	Syra	1d.	1111.	Brunei	1½d.
1052.	Cherbourg	1d.	1112.	Athens	2½d.
1053.	Lima	1d.	1113.	Alexandria	2d.
1054.	Bilbao	1½d.	1114.	Vienna	1d.
1055.	Cadiz	2d.	1115.	Stettin	2½d.
1056.	Corunna	2½d.	1116.	Berne	1d.
1057.	Saigon	1d.	1117.	Palermo	2½d.
1058.	Port-au-Prince	1d.	1118.	Tokio	1½d.
1059.	Trebizond	1d.	1119.	St. Petersburg	3d.
1060.	Barcelona	1½d.	1120.	Teneriffe	1d.
1061.	Tainan	1d.	1121.	Damascus	1d.
1062.	Smyrna	1½d.	1122.	Naples	2d.
1063.	Old Calabar	½d.	1123.	Hakodate	1d.
1064.	Samoa	½d.	1124.	Montevideo	2½d.
1065.	Tahiti	1d.	1125.	Stockholm	1½d.
1066.	Chefoo	6d.	1126.	Dantzig	2d.
1067.	Gothenburg	2d.	1127.	The Hague	1½d.
1068.	Buenos Ayres	1½d.	1128.	Odessa	1d.
1069.	Loanda	1½d.	1129.	Berne	1½d.
1070.	Guatemala	1d.	1130.	Malaga	3d.
1071.	Zanzibar	1d.	1131.	Rome	2½d.
1072.	Charleston	2½d.	1132.	St. Jago de Cuba	4½d.
1073.	Nice	1d.	1133.	Munich	1½d.
1074.	Caracas	1d.	1134.	Meshed	1d.
1075.	Lisbon	2d.	1135.	Guayaquil	½d.
1076.	Calais	2d.	1136.	Rio de Janeiro	4½d.
1077.	Rio Grande do Sul	5½d.	1137.	Tonga	1d.
1078.	Philadelphia	2½d.	1138.	Copenhagen	1d.
1079.	Brindisi	2d.	1139.	Tangier	1½d.
1080.	New York	2d.	1140.	Buenos Ayres	2½d.
1081.	San Francisco	1½d.	1141.	Para	1d.
1082.	Frankfort	4d.	1142.	Baghdad and Bussorah	1½d.
1083.	Hiogo	1½d.	1143.	Christiania	5½d.
1084.	Tokio	1½d.	1144.	Old Calabar	2d.
1085.	Amsterdam	1d.	1145.	Trieste	1½d.
1086.	San Francisco	3d.	1146.	Quito	1d.
1087.	Bangkok	½d.	1147.	Buenos Ayres	6d.
1088.	Söul	1½d.	1148.	Bogotá	1d.
1089.	Chiengmai	1d.	1149.	The Hague	2d.
1090.	Copenhagen	½d.	1150.	Mexico	2½d.
1091.	New Caledonia	½d.	1151.	Florence	1d.
1092.	Bushire	2d.	1152.	Calais	1d.
1093.	Tamsui	1d.	1153.	Lorenzo Marques	1½d.
1094	Dunkirk	1d.	1154.	Patras	1d.
1095.	Port Said	1d.	1155.	Taganrog	1d.
1096.	Guatemala	½d.	1156.	Stockholm	1d.
1097.	Chungking	9d.	1157.	Washington	2d.
1098.	Nagasaki	1d.	1158.	Paris	1½d.
1099.	Constantinople	2d.	1159.	Bengazi	1d.
1100.	Buenos Ayres	½d.	1160.	Santos	2½d.
1101.	Shanghai	2d.	1161.	Buenos Ayres	1½d.
1102.	Jeddah	½d.	1162.	Nantes	1d.
1103.	Chicago	3d.	1163.	Beira	5d.
1104.	Erzeroum	½d.	1164.	Galveston	1½d.
1105.	Loanda	3d.	1165.	Berlin	1d.
1106.	Macao	½d.	1166.	Bordeaux	2½d.

No. 1167.

Reference to previous Report, Annual Series No. 1076.

FRANCE.

CALAIS.

Consul Bonham to the Earl of Rosebery.

My Lord, *Calais, March* 6, 1893.

I HAVE the honour to transmit to your Lordship herewith my Report for the year 1892 on the Trade, &c., of the ports of Calais and Boulogne and of this Consular District, which comprises the Departments of the Nord (except the town of Dunkirk), the Pas-de-Calais, and the Somme.

I have, &c.

(Signed) E. W. BONHAM.

Report on the Trade and Commerce of Calais and Boulogne for the Year 1892.

ABSTRACT of Contents.

	PAGE
Trade	2
Mails	2
Imports	3
Exports	5
Shipping and navigation	6
Population	8
Fisheries	9
Industries	11
Coal mines	13
Turf	15
Quarries	15
Submarine cables	16
Flax and linen trade	16
Lace trade	19
Public works	21
Passenger traffic	22
Meteorology	25
Weights	25
Tables	26–34

Trade and Commerce.

General remarks.

I have given further on the weight of the imports and exports at the ports of Calais and Boulogne for the past and preceding years, and also their estimated value in 1891, and the two preceding years.

The imports showed an increase in this last quoted year, as was natural, since many were anxious to pass in goods before the new customs tariff came into force on February 1, 1892. This of course deranged commerce, and last year the imports showed a great fall in weight, and I doubt not they will show a corresponding decrease in estimated value, when the figures come to be published, for the value of goods is not declared, only their weight; their value is afterwards estimated in Paris. What the effect of the new highly protective customs duties will be we shall be better able to judge this year; so far, it does not seem to have conduced to improving trade—very far from it. Many of those who were in favour of the high duties are having their faith in them rudely shaken, as so far they have not brought about the prosperity which was expected. I hear nothing but complaints as to dulness of trade, badness of business, want of employment lack of orders; always the same tune, until it is becoming monotonous. The less said is perhaps best in this case. On all sides I hear that nothing is going on. No doubt there is great distrust and uncertainty. Recent financial matters may have helped to create and foster this distrust, but the fact remains that people fear entering into any new transactions; hence commerce is restricted. This reacts on the retail trade, as people either will not or cannot spend money as before, and there is general stagnation. With regard to the import trade, there does not, so far as I can ascertain, appear to be any indications pointing to an immediate improvement, and the prices of provisions are tending upwards.

Mails.

The importance of a port is generally judged, and very naturally so, by the importance of its trade, which is rightly assumed to be shown by the quantity and value of the goods passing through it. There are also some ports which derive importance from a transit passenger service; these are few, but Calais and Boulogne deserve to be reckoned among them, especially the former, and I have as usual given details on this subject further on, but there are few ports which can be said really to derive importance as the transit port for mails. Now, Calais is most exceptionally situated in this respect, like our own port of Dover. The mails which pass through it are most important. These ports between them form the great gate, if I may use the term, through which must pass the correspondence between Great Britain and a large portion of the world, since not only is this the route by which the mails for a large portion of the continent, Turkey, Egypt, &c., now pass, including mails sent from the United States viâ Great Britain, but the weekly mail service from London for India, Australia, China, &c., passes

through this. The volume of this mail increases in a wonderful manner. Many still remember when the overland mail for India consisted of some 25 small boxes, which, when landed from the packet (often in the same row boat as the regular mail from England), could be pushed by one man in a small cart. Now a special train is required, which carries nothing but the so-called India mail as far as Brindisi, the largest ever yet landed having consisted of 1,684 bags. Then there are also the parcel-post baskets. I have thought that a few reliable figures relating to this subject might be interesting, and have, therefore, collected the following statistics, which refer to 1892:—

LANDED FROM DOVER.

Description.		Quantity.
Mails from England delivered to French post-office	Bags	103,098
Weekly Indian, Australian, &c., mails which leave by a special train for Brindisi	„	61,802
Total	„	164,900
Also parcels post	Baskets ..	14,036

EMBARKED FOR DOVER.

Description.		Quantity.
Mails shipped by French post-office	Bags	77,684
Weekly Indian mail, which includes the Australian every fortnight, and arrives by a special train from Brindisi	„	14,945
Total	„	92,629
Also parcels post	Baskets ..	11,099

Imports.

As already explained, the weight of the imports at Calais during the past year shows a very large decrease, although during January—the last month of the old tariff—there was a considerable increase. This was not sufficient to make up for the decrease during the remaining 11 months; but for this and for the import of grain which continued during the first months of the year, caused by the short harvest of 1891, and encouraged by a reduction in duty extending to June 1, the decrease in imports would have been still greater. I give in Annex I. a return showing the weights of the principal imports. I have worked them out as clearly as I could, but they are so lumped together in the returns I have seen that they are not as satisfactorily drawn as I should like. The fact is that the Chamber of Commerce do not

Calais imports.

prepare their statistics until much later in the year, and even then do not give the attention to details and precision which one could desire. The estimate of the values is not yet published for last year, but for the previous four years it was as follows :—

Year.	Value.
	£
1888..	3,554,508
1889..	3,077,240
1890..	3,979,207
1891..	4,632,863

That both weight and value in 1891 show a large increase is easily accounted for by the additional import of many articles, specially timber, to avoid the new duty.

Timber. Last year there was a great falling-off in deals and all kinds of timber, except pit-props, of which there was a considerable import from the Baltic and Norway, for use in the mines in the north of France; this prevented a greater fall in weight.

Wool. Rather more wool came through, but Australian and Cape wool is free.

Coals. There was also a very marked fall in the quantity of coals imported. There were certainly large stocks at the beginning of the year, but the fall is attributable to reduced consumption, and also to larger quantities of the native coal being used.

Boulogne imports. The estimated value of the imports at Boulogne for last year is not yet published, but for the previous three years it is stated to have been as follows :—

Year.	Value.
	£
1889..	7,110,783
1890..	7,331,543
1891..	11,134,924

After allowing for the 3,000,000*l.* in bullion repaid to the Bank of France, which goes to swell the value in 1891, it still shows a large increase over the previous year, and the weight was also great. This is only natural, as the imports at this port were abnormally large in view of the new tariff already referred to, which came into operation on February 1, 1892, and caused the weight of the imports to fall considerably, as will be seen on a reference to Annex II., which gives the weight of the imports at Boulogne during the past two years, and shows the first results of the protectionist policy.

Coal. At this port also there is a fall in the quantity of coal imported, which follows on a fall in the previous year. There was

Beer. a considerable increase in the quantity of beer. I am at a loss to

account for this. On the other hand, there was a large decrease in jute, which, as I have said before, mostly arrives from Calcutta direct, and goes to mills in the department of the Somme. Jute.

Wool also shows a decrease of over 30 per cent., and when we come to timber, which is all included under the head "wood for building, &c.," we find a decrease of over 50 per cent. There would have been a large decrease at Calais had it not been for the logs, which are termed and used as pit-props. Wool. Timber.

There is a very large increase in the quantity of ice. This is used by the fishing boats to preserve their fish. Then, again, there is a fall in all kinds of tissues. Ice. Tissues.

Exports.

Although the weight of exports at Calais in 1891 by my last return showed a decrease, now we have got the published values we find that the value was again greater. The figures are as follows :— Calais exports.

Year.	Value.
	£
1888..	3,434,030
1889..	3,353,915
1890..	3,662,525
1891..	3,791,509

I give in Annex III. a return showing details of the principal exports in 1892 and the weights for the past few years. The articles are so classed together that I find it very difficult to give any information in detail regarding them, but I may state that a small quantity of French coal was exported from this port for Russia, but this alone cannot account for the increase in weight. Coal.

Considerable quantities of rags are exported from this, but during the latter part of the year this was stopped owing to the cholera on the continent. Rags.

In the first portion of the year large quantities of compressed straw were as usual exported to England. This export has now pretty well ceased owing to the poor yield of straw last autumn. Straw.

Champagne is shipped by this port in very large quantities. Wine.

Poultry of all kinds was formerly sent to England in large quantities, especially turkeys for Christmas, but the prices have risen so much here that now very little is sent, though some turkeys still go in December. Eggs, however, are still exported in considerable quantities. Poultry. Eggs.

Large quantities of fresh fruit, as also cut flowers, pass Fresh fruit and flowers.

through this en route for the London market, coming here by rail from all parts of the south of Europe, even from Spain.

Lace. The machine lace which is made at Calais is naturally shipped from this port. A great deal goes to America, though this is an article of some value it is by no means bulky, and does not tell up in the weight.

Boulogne exports. The following is the published estimated value of exports from Boulogne in—

Year.	Value.
	£
1889..	10,541,022
1890..	12,769,361
1891..	8,968,502

The excess in 1890 is accounted for by the 3,000,000*l.* lent to the Bank of England, which the Bank of France shipped from this port. It is surprising to find that after deducting this the value of exports shows a steady fall; bullion passing between London and Paris generally goes by this route.

Wine. Wine and spirits are also sent in considerable quantities, as shown in the return of the principal exports which forms Annex IV. to this report.

Portland cement. There are large manufactories of Portland cement close to the town and also in the neighbourhood of Boulogne, and this forms an important article of export being sent to many, indeed, almost every part of the world.

Tiles. Glazed tiles made in the vicinity are also exported to South America.

Phosphates. Phosphates obtained from deposits in the department are shipped from here.

Silk goods. Fresh fruit. Valuable silk goods and also wine pass through this port, as well as fresh fruit arriving from the south, which is shipped from this port the same as from Calais.

Shipping and Navigation.

Shipping at Calais. Details as to shipping at Calais will be found in Annex V. This return is compiled from information kindly furnished me by the customs, and shows that there was a falling-off during the past year. There is a decrease in the number of British steamers, and a considerable one in their tonnage, but the bulk of this fall, say about 200 vessels, is accounted for by the large steamers which were under the British flag not having been run so often in the club service, smaller boats under the French flag being used instead, which accounts for the increase in the number of French steamers. The further decrease in British steamers is attributable to slack trade, and also to more foreign steamers having

arrived with timber from Norway and the Baltic, the number of Norwegian steamers having been 23 against 8 in 1891; Swedish, 11 against 3; German, 22 against 9; and Danish, 13 against 5. The customs returns show that of the French steamers from abroad 806 came from England, which was also the country for which 802 were bound; 7 arrived from the United States; these latter represent the seven voyages made during the year by the tank petroleum steamer which trades between this port and Philadelphia. 18 British steamers arrived from Spain with iron ore, and 26 with timber from the north of Europe. During the early part of the year 5 British steamers and 2 large sailing vessels arrived with grain. Several foreign vessels also brought grain early in the year, whilst the reduced duty was still in force. There was a great decrease in the total number of sailing vessels; this was owing to less sailing vessels arriving with timber.

There were only 4 Russian sailing ships entered, against 30 in 1891; 1 Swedish against 13 in 1891; and 49 Norwegian against 82 in 1891. There was a decrease of only 8 in British sailing vessels. Most vessels leave this port for England.

The customs returns give 754 British and 751 French steamers as having left with mails and passengers, and 453 British steamers with general cargo, 19 with straw, and 3 with sugar, all for Great Britain; 3 foreign steamers, 38 British, and 4 foreign sailing vessels also left with straw for the same destination; and, if we except the cable ship, the rest left in ballast.

Shipping at Boulogne.

The return as to shipping at Boulogne in 1892, which forms Annex VI. to this report, has been furnished me by the British Vice-Consul at that port, compiled from information obtained from the customs, but there is a discrepancy between the number of sailing vessels entering and leaving which he could not explain, and shakes one's faith in the return, which shows an increase in the total shipping of the port. If we exclude the coasting trade we find 1,663 steamers entered against 1,527 in the preceding year, which is an increase, but only 97 sailing vessels against 175. The increase in steamers really consisted entirely in those under the British flag, the number having risen from 1,391 to 1,520, which, with the exception of 1 from Norway with timber against 19 last year, and 1 from India with jute, are returned as all coming from England. Of the 117 Dutch steamers, 67 are down as arriving from Holland and 50 from the United States. The 8 Norwegian steamers all brought ice.

British sailing vessels entering from abroad fell to 9, against 27 in the previous year; 3 of these, having a tonnage of 5,049 tons, arrived from British India with jute, 2 were small colliers, and 4 came in ballast. Norwegian sailing vessels numbered 19, against 54 in 1891; this was owing to the decreased import of timber.

Some vessels from this port obtained cargoes of Portland cement for various parts of the world; 22 steamers and 28 sailing vessels are returned as having left with cement forming the whole

or greater part of their cargo. Of the British steamers 1,507 are returned as leaving for Great Britain, and 4 with cement, 2 for Turkey, 1 for Roumania, and 1 for Cochin-China.

Of Dutch steamers 62 left for the United States and 50 for Holland; the other 5 took cement for Turkey.

Population and Industries.

Population. The details of the result of the census taken in April, 1891, have been published since my last report, and for two of the departments in my district they give the following results:—

Nationality.	Nord.		Pas-de-Calais.	
	1886.	1891.	1886.	1891.
	Number.	Number.	Number.	Number.
French	1,364,660	1,440,354	827,607	850,430
British	1,716	1,645	3,906	3,233
Other countries ..	4,817	4,814	2,768	1,697
Belgians	298,991	289,528	19,245	19,004
Total	1,670,184	1,736,341	853,526	874,364

In the Department of the Somme the total population is given as 546,475, of which 6,068 only are returned as foreigners. The percentage of foreigners in the Nord is very great, but shows a decrease compared with 1886. The "Annuaire" attributes this to the enforcement of the Law of June, 1889, directed against foreigners, which has facilitated their acquiring French nationality, and also caused many who were foreigners before to be now considered as French. I should attribute it to the latter reason rather than the former. So far as the British subjects are concerned this is certainly the case, but the considerable decrease in their number in the Pas-de-Calais is also accounted for by many having left France. For those engaged in business it is, of course, a serious matter to do so, but still some of them even have left, for the purpose of avoiding the provisions of the above-quoted Law, by which the sons of foreigners born in France are irrevocably French, and children of foreign-born parents are also French, unless immediately they come of age they renounce the privilege and prove their right to claim foreign nationality; but the main cause of the decrease in British subjects is that the inducement to live in this part of France for the purpose of economy and education no longer exists, for necessaries of life cost more than in England. At Calais I may say there are now none except those engaged in business, and the number of British residents at Boulogne has for this reason been steadily decreasing for some years.

The movements of the population in the two departments has been as follows:—

DEPARTMENT of the Nord (Population 1,736,341).

Year.	Births.	Marriages.	Deaths.	Excess of Births over Deaths.	Divorces.
1889	50,257	13,112	35,574	14,683	214
1890	49,214	13,346	39,207	10,007	201
1891	51,036	14,284	38,213	12,823	236

DEPARTMENT of the Pas-de-Calais (Population 874,364).

Year.	Births.	Marriages.	Deaths.	Excess of Births over Deaths.	Divorces.
1889	25,391	6,578	16,764	8,627	89
1890	25,141	6,762	18,979	6,162	76
1891	26,705	7,036	18,998	7,707	92

Fisheries.

The importance of the fishing industry at Calais falls far short of what it is at Boulogne; still the fishing fleet was composed, in 1891, of 64 decked boats and 13 open ones, besides 2 of the former laid up, having a total tonnage of 2,047 tons, and crews numbering 525.

The published weights and value of the fish brought into Calais in 1890 are as follows:—

		Quantity.	Value.
			£
Fish sent away	Tons	1,493	35,806
„ consumed locally ..	„	149	1,494
Herrings	Measures ..	26,750	2,407
Total, 1891	Value.. ..	..	39,707
„ 1890	„	..	40,759
„ 1889	„	..	40,340
„ 1888	„	..	43,332
„ 1887	„	..	41,654

The value of the fishing at Berck and Merlimont, also in the Pas-de-Calais, during 3 years was as follows:—

Year.	Value.
	£
1889..	33,737
1890..	32,290
1891..	30,997

The returns for 1892 have not been published, but I have been given the following figures as to the fish brought to Calais during the year, which I believe to be perfectly reliable, and are perhaps in a more interesting form than the published ones. It will be seen that there is a falling-off in value. Neither 1891 nor 1892 were good years, and the latter would have been far worse than it was except for a very marked improvement during the last two months, which to a considerable extent made up for the unproductiveness of the fishing during the first 10 months. The following is the result of the year's take:—

Articles.	Quantity.	Value.
	Kilogrammes.	£
Fresh fish taken in the trawl comprising turbot, brill, soles, skate, plaice, red mullet, dabs, &c.	1,062,850	29,760
Mackerel (fresh) in nets or with lines ..	108,200	1,948
Herrings (fresh)	360,000	2,888
Fish taken with lines by small boats, such as whiting, cod, conger	62,500	2,125
Coast fishing on foot, shrimps, &c.	35,000	1,400
Total	1,628,550	38,121

The fishing industry at Boulogne-sur-Mer is a very important one, as it not only affords employment to the seamen who man the boats, but also to many persons in the shore establishments who are employed in curing herrings. Vice-Consul Surplice, who resides at Boulogne, furnishes me with the following information on the subject with reference to that port:—

The number of fishing boats in 1891 was 380, measuring 10,680 tons, employing 4,232 hands, and in 1892 was 396, measuring 15,900 tons, employing 4,260 hands.

A quantity of fish annually arrives at this port from England, but is not consumed locally, it being forwarded inland, principally to Paris, and when the price of fish rules cheaper here than in England, a large quantity is exported for the London market.

The duty levied on all imported sea fish is 20 fr. per 100 kilos. (net).

In 1892 the herring fishery off Boulogne proved much more abundant than that of the previous year.

The following table gives the result of the Boulogne fishery in 1892:—

Articles.	Quantity.	Value.
	Kilogrammes.	£
In boats—		
Cod, Iceland	83,520	1,485
„ Doggerbank	1,170,400	15,602
Herrings, salted on board..	13,980,100	124,804
„ fresh	9,680,200	140,812
Mackerel, salted on board..	8,971,900	37,253
„ fresh	990,800	16,809
Other fresh fish	6,199,640	123,993
Oysters	2,000	20
Crustacea, lobsters, &c.	2,300	92
Shrimps	44,800	896
On foot—		
Fish and shell fish..	400,000	8,000
Total	41,525,660	469,766
„ 1891	44,720,760	569,572
„ 1890	41,543,250	528,273

From the above table it appears that the weight of fish caught is a decrease on that of the previous year, and the value of the take also.

No vessels were fitted out in 1892 for Newfoundland. In 1891 one vessel, measuring 142 tons, was employed in the Iceland cod fishery, and in 1892 two vessels measuring 199 tons, and 42 vessels, measuring 2,313 tons, were employed in that fishery on the Doggerbank in 1892.

The above figures refer to the maritime district of Boulogne, but are divided as follows :—

District.	Value.
	£
Boulogne	422,789
Audresselles	2,175
Le Portel	7,609
Equihen	8,024
Etaples	29,169
Total	469,766

Biscuits.

A biscuit manufactory was started in Calais some years ago and appears to be making fair progress. Its output in 1892 is stated to have been 1,500 tons of biscuits for the use of the soldiers, delivered under contract to the French Government; 200 tons of sea biscuits for merchant ships and fishing vessels going any distance from port; 600 tons of fancy biscuits, these are made and packed in tins similar to the fancy biscuits made in England and are intended to compete with them, no doubt they do to a certain extent, but they do not touch the English biscuits in quality.

Sugar.

During the season 1891–2 there were 49 sugar mills at work in the Pas-de-Calais, or one less than the previous year. The Annuaire states that in spite of a larger extent of land having been planted with beet, the weight of beetroot sent to the mills was only 527,712,040 kilos., or 146,835,840 kilos. less than during the previous year; it attributes this deficiency partly to the unfavourable summer of 1891 and partly to the seed used; the roots were small and fibrous, but of considerable saccharine richness.

The yield of sugar should prove fairly favourable, it appears it will reach an average of 9·77 kilos. per 100 kilos. of beetroot, instead of 9·43 kilos. in 1890–91.

When the remarks of the Annuaire were written (I don't know the date) it says 50,542,969 kilos. of refined sugar had been brought to book, of which 40,790,913 kilos. represented the minimum legal yield and 9,752,056 kilos. the excess. Of these last 44,939 kilos. are subject to the full duty, as having been obtained in excess of the maximum of 10·54 per cent., the remainder, or 9,707,117 kilos., are only liable to the reduced duty. In fine the rate of excess shows an increase of 6·19 per cent. (23·91 per cent. instead of 17·72 per cent.) as compared with the previous period.

Spirits.

The distillery business seems to flourish in the Pas-de-Calais, as the number of distilleries rose to 44, the same as two years before, and the yield is given as 266,559 hectolitres, or 5,869,963 gallons during the season 1891–2, which is an increase on the previous one, the yield of which is now given as having been 257,853 hectolitres, or 5,675,344 gallons, whereas the figures published a year ago gave it as 245,353 hectolitres or 5,400,219 gallons, so I fear these statistics are no more reliable than statistics in general. If farinaceous substances are less used than formerly, the distilleries use a far larger quantity of molasses.

Beer.

I reported that in 1890 the number of breweries had fallen from 593 to 532. In 1891 they increased by one, but the quantity of beer brewed showed a very slight decrease, the figures being 26,062,701 gallons (13,209,059 gallons strong, 12,853,642 gallons light) against 26,434,604 gallons (13,378,756 gallons strong, 13,055,848 gallons light) in the year 1890.

The abundance and low price of cider, in consequence of the good apple crop of 1890, as well as the suspension of many breweries during the months of January and February, 1891, owing to lack of water, are the principal causes of the decrease in the quantity of beer. For the first half of 1892 a comparatively important increase has occurred owing to the poorness of the apple crop of 1891 and to a slight improvement in business.

Iron ore.

None of the deposits of iron ore in the Pas-de-Calais, of which there are several in the Boulogne district, any more than those in the Department of the Nord, were worked either in 1890 or 1891. I believe the quality of the ore is too poor, at any rate it is very clear that it no longer pays to work them: large quantities of iron ore are yearly imported from Bilbao.

The following table gives the usual information as to the production of the ironworks in the Nord. Iron.

Articles.	1889.		1890.		1891.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£ s. d.	Tons.	£ s. d.	Tons.	£ s. d.
Refined iron*	231,393	1 19 0	233,162	2 0 10	209,248	2 4 0
Merchant and special iron ...	264,687	5 2 6	272,360	5 19 5	268,813	4 19 8
Pig-iron†	37,105	1 16 9	34,419	1 14 6	...	...
Sheet-iron	57,644	6 9 0	55,224	7 11 8	55,003	7 5 10
Rails...	...	...	...	...	20	5 12 0
Steel...	91,872	5 10 6	99,837	6 3 6	104,917	6 5 0

* Fonte d'affinage et de moulage en 2e fusion. † Fonte de 2e fusion (Fonderie).

An examination of the foregoing shows that the production slightly decreased, except in rails and sheet-iron, the price fell for sheet but rose slightly for other kinds.

The only foundry producing phosphoric residue (scories de déphosphoration) is that of Trith, which produced and sold 13,740 tons.

The quantity of zinc produced at the works of D'Auby-lez-Douai continues to increase slightly, having risen in 1891 to 12,996 tons, an increase of 464 tons, the average price realised was 19*l.* 19*s.* 3*d.* per ton against 20*l.* 1*s.* 2*d.* in 1890, which was by far the highest price touched for many years past. Zinc.

The upward figures in the coal production of the north of France received a check in 1891, owing to a serious and prolonged strike in the Pas-de-Calais, and to partial ones in the Nord, but in the Pas-de-Calais the output in 1892 sprung up again and was very considerably higher than it has ever been before. In the Nord, on the other hand, there was again a slight fall as appears from the following table:— Coal mines

Year.	Quantity.	
	Pas-de-Calais.	Nord.
	Tons.	Tons.
1880	4,844,323	3,701,589
1885	6,131,358	3,582,760
1888	7,877,214	4,499,220
1889	8,614,119	4,831,843
1890	9,076,579	5,134,772
1891	8,619,021	4,973,522
1892*	9,822,514	4,875,963

* Approximate.

Pas-de-Calais.

The coal mines of the department of the Pas-de-Calais are found in two distinct basins, the most important contains 18

concessions with a superficial area of 138,325 acres (55,976 hectares) and lies between Douai and Bethune, this is the coal basin of the Pas-de-Calais properly so-called, the second comprises only three concessions having an area of 12,914 acres (5,226 hectares) which constitutes the basis of the Boulonnais, of these only one is worked, and it produced only 3,007 tons last year.

I have, as usual, put the information as to hands employed, wages, accidents, &c., into a tabular form.

		1889.	1890.	1891.
Employed underground—				
Men	Number ..	22,715	25,360	27,949
Children	„ ..	2,770	3,075	3,048
Average daily wages	Currency ..	4 fr. 12 c.	4 fr. 75 c.	4 fr. 86 c.
	Sterling ..	3*s.* 3½*d.*	3*s.* 10*d.*	3*s.* 11*d.*
Days worked underground	Number ..	7,455,430	8,109,396	8,251,969
Employed aboveground—				
Men	„ ..	6,356	6,656	7,281
Women	„ ..	595	691	764
Children	„ ..	1,033	989	1,125
Average daily wages	Currency ..	3 fr. 03 c.	3 fr. 26 c.	3 fr. 34 c.
	Sterling ..	2*s.* 5*d.*	2*s.* 7½*d.*	2*s.* 8½*d.*
Days worked aboveground	Number ..	2,513,721	3,173,713	2,840,446
Accidents	„ ..	112	138	144
Persons killed	„ ..	27	52	35
„ injured	„ ..	97	111	121
Total wages paid	Sterling £	1,537,757	1,899,242	1,932,873
„ coal raised	Tons ..	8,614,119	9,076,579	8,619,021

I would call attention to the large increase in the number of hands employed since 1888 and the considerable rise which has taken place, not alone in the total wages paid, but also in the average daily wages of each individual.

Nord.

The following table giving details as to hands employed, wages, accidents, &c., in the mines in the Department of the Nord for the years 1889–91, shows that, although the quantity of coal raised in 1891 fell off, there was an increase in the number of hands employed and in the total wages paid.

		1889.	1890.	1891.
Hands employed underground	Number ..	13,996	15,251	15,873
Hands employed aboveground	„ ..	3,868	4,323	4,729
Wages paid	Amount £	823,740	1,014,996	1,069,760
Coal raised	Tons ..	4,831,843	5,134,774	4,864,793
Deaths through accidents	Number ..	17	13	26
Average sale price ..	Per ton ..	9 fr. 10 c. (7*s.* 3*d.*)	11 fr. 30 c. (9*s.*)	11 fr. 23 c. (8*s.* 11½*d.*)

The following table gives the estimated quantity of coal consumed in the Department of the Nord, and the mines from whence it was obtained, during the past 3 years; the quantity consumed in 1891 shows a decrease, I should think it probable that slack trade will make it show a considerably larger one in 1892, when the figures are published.

Mines whence Obtained.	Quantity.		
	1889.	1890.	1891.
	Tons.	Tons.	Tons.
Department of Nord	2,189,479	2,362,760	2,349,675
„ Pas-de-Calais ..	2,32×,200	2,511,112	2,419,070
Belgium	1,029,941	1,214,994	1,312,966
Great Britain	13,496	91,006	33,048
Germany	2,180	5,790	3,280
Total	5,563,296	6,185,662	6,118,039

Turf. The turf bogs in the Department of the Nord are situated in the Valley of the Colme, but no turf was cut either in 1890 or 1891.

The turf bogs in the Pas-de-Calais are found in the district of Montreuil, along the Valley of the Canche, in the plain of Airon, and on the right bank of the Authrie, except those of Condette and Ponchel, the former of which is in the Valley of the Becque in the district of Boulogne, and the latter in the Valley of Authrie in the district of San Pol.

In 1891 there were 556 cubic metres of turf cut at Condette, but only a few at Ponchel. In the district of Montreuil 9,520 tons were extracted.

Quarries. In the Pas-de-Calais there are about 100 underground quarries which were actually being worked, employing on an average 1,150 workmen, and 290 surface quarries, affording employment to about 1,700 persons.

The most important are those of phosphates, of which the most productive group is that of Orville, with 24 surface quarries employing 515 workmen and an underground quarry employing 25 workmen, beyond this group, and apparently a continuation of it, is the deposit discovered to the north-west of Auxi-le-Château, comprising two quarries, one at Buire-au-Bois employing 35, and the other at Haravesnes employing 20 workmen.

The group of Pernes-en-Artois comprises only one subterranean quarry and three open ones, employing the first 12 workmen, and the latter 103 workmen.

Finally, in the group in the Boulonnais (district of Boulogne) there are now 74 workings, with small shafts, employing about 216 workmen, and 32 open workings with 229 workmen.

In 1891 about 157,000 tons of phosphates were extracted, against 211,600 tons in 1890.

The principal other quarries are those for sand and gravel at Beuvrière, Arques, Berguette, &c., the marble and limestone quarries of the Vallée Heureuse (between Calais and Boulogne, but nearer the latter town), and the cement quarries of Desvres and Neufchatel.

The following table gives statistics relating to the quarries in the Department of the Nord during the year 1891 :—

Description.	Underground Workings.		Open Workings.	
	Number.	Workmen.	Number.	Workmen.
Marble	..	..	56	140
Sand	..	..	234	461
Limestone	33	123	171	545
Stone for paving and building	4	13	203	618
Flint	..	..	51	88
Marl and clay	..	..	68	203
Phosphates	..	..	5	49
Total	37	136	788	2,104

The underground quarries are mostly situated in the vicinity of Lille, at Faches, Haubourdin, Hellemmes, Lesquin, Lezennes, Loos, Phalempin, Seclin, and in the vicinity of Valenciennes at Ribécourt, Vendegies-sur-Ecaillon, Petite Forêt de Raismes, La Sentinelle, St. Saulve, Hordain, and Avesnes-le-Sec.

The phosphate deposits are at Quiévy, Viesly, Briastre, and Neuvilly.

There were five accidents reported in 1891, which caused the death of three workmen and injury to two others.

Submarine cables.

Work was carried on last year at the factory for submarine cables belonging to the Société Générale des Téléphones, which was erected about 2 years ago close to the new floating dock at Calais.

In my last report I mentioned that the cable ship "Westmeath," of a gross tonnage of 3,191 tons, which was under the British flag, had been acquired by French owners and placed under their flag. Last August she took on board submarine cable here which was to be used for lines in the Mediterranean, I believe between France and Algeria and France and Tunis. I am not aware of any other large quantity of cable having been shipped until January of this year, when a British vessel arrived here under charter, took on board cable and left for Cayenne. I understand the cable was to be used for the line between that colony and the West Indies.

Flax and linen trade.

A gentleman who has been for more than 40 years actively engaged in the flax and linen trade in the north of France, and is therefore thoroughly well acquainted with it, and whose opinions, from his long experience, are valuable, has kindly furnished me

with some information which I think may prove interesting, and I have endeavoured to summarise it as follows:—

There has, as usual for some years past, been no specially striking feature in connection with the general run of the linen trade until towards the close of the year 1892. In an old-fashioned, steady-going business like this, one year is so like another that there is difficulty in giving an account of it which will be interesting to any one outside the trade itself, except when exceptional circumstances occur to ruffle and disturb its usual calm routine.

In this respect 1892 is likely to be remembered in France, firstly, as closing for ever the 12 hours' day work in factories, which, although it is a move in the right direction, there are many workmen as well as masters who regret it; secondly, as having seen the end of the ruinous low price of raw flax; the price which the farmer has been receiving for his flax during these last few years has not covered the cost of seed, manure and labour, leaving absolutely nothing for rent and his own maintenance, so the quantity cultivated has become less and less every year. The low price of the raw material caused low prices all round, both in yarns and linens, and the margin of manufacturing profit was narrowed very much. It must be noted that all this was no advantage to the consumer, as the retail prices for linen have not appreciably fallen for the last 25 years; the difference has gone into the pockets of the shopkeepers. Thirdly, the year will be noted for the application of the new customs tariff, which my informant considers almost prohibitory, and fears is destined to do more harm to the material interests of France than the war of 1870. This may seem an extreme view, but it is one which I have heard expressed by others as well as my informant.

Flax, as already stated, has been at a very low and continually drooping price for the last 10 years, but in 1890, 1891, and 1892 prices were extremely low, which led to a continued decline in the classing and cleaning of the flax, and it is to be feared years must elapse before it will be possible to revert to the old cleaning and classing of the raw materials.

The consumption of the raw material has not appreciably increased nor has it decreased, the imports from Russia averaging as usual about 50,000 tons. The imports from Belgium and Holland vary and depend upon the quantity and quality of the home crop, and this quantity has continued to diminish year by year to a serious extent. It is said 60,000 tons may be taken as a fair estimate of the quantity of flax consumed in the northern part of France—this would be the district of which Lille is the centre; 30 years ago the quantity was greater, but the use of linen for blouses, working overalls, bed and body linen has gone very much out of fashion, being replaced by cotton and woollen goods. On the other hand the articles belonging to the heavy branch of the trade have increased, such as tarpaulins for railways, as well as for naval and military purposes, the new warlike engines being so costly that they require to be clothed in linen, not fine

but strong linen. 30 years ago France produced more than half the quantity required for her home consumption apart from the finer qualities of flax which she exported. All this has changed.

Last year Government granted 2,500,000 fr. (100,000*l.*) to be used to encourage the cultivation of flax by the payment of premiums to the farmers, it was hoped that this sum divided at the rate of 50 fr. per hectare (about 16*s.* an acre) would cause at least 50,000 hectares (123,557 acres) to be sown with flax, this would have been a very good beginning, but only some 14,000 hectares (34,595 acres) received a premium which amounted to 132 fr. the hectare (nearly 2*l.* 3*s.* per acre). Since farmers were granted no bounty for small pieces of land devoted to the culture of flax, and these small patches are stated to have amounted to 16,000 hectares (39,538 acres), this injustice exists no longer as the arrangement is entirely altered, and this year the premium is to be paid on all parcels of land above 10 ares (about a quarter of an acre).

The present price of flax, which is already about 30 per cent. above the lowest point it has been at, is proving a greater incentive to its cultivation than any bounty. My informant states that 30 years ago he remembers having seen over 100,000 hectares (over 247,000 acres) devoted to the cultivation of flax.

During the last five years the price of flax has not varied much, ranging from 2 to 5 per cent., generally with a downward tendency. It was not until near December, 1892, that rumours of scarcity began to be heard, symptoms of it appeared with higher prices, restricted cultivation, a short crop, and stocks almost at zero. These rumours came from all flax-producing countries, but few, very few, believed in what was after all but the certain result of years of unremunerative cultivation; some did and are now happy at having done so.

It is now known that the deficiency in the flax crop in Ireland, France, Belgium, and Holland is over 40,000 tons—indeed, considerably so, while neither farmers, merchants, nor speculators have any reserves in hand. Add to this that similar causes have produced similar effects in Russia, aggravated by the fluctuating value of the rouble. These effects are—1st, restricted cultivation; 2ndly, careless cleaning and classification; 3rdly, exhaustion of stocks; 4thly and lastly, a poor short crop all round for 1892.

The inevitable consequence has been a sharp rise in price of over 30 per cent., which is greater, much greater, if the quality is also taken into consideration. This is likely not only to continue and increase but to be maintained until the reserves can be accumulated by a succession of more genial years for the cultivation of the plant, encouraged by profitable prices. Yarns are now in more request, and the prices are following suit, but as yet not in proportion to the rise in price of the raw material.

Linens also have moved a little, but their price rises more slowly, and, when the turn of the market comes, they fall even more slowly, so that if the manufacturer loses at the rise he is

sure to be fully recouped at the fall, and as he always has the lion's share of the manufacturing profit it is seldom that the shoe pinches him, and he takes good care to howl a long time before he is hurt.

Up to the present time weavers in France have never made what we call industrial losses. Any they have made have been commercial losses—that is, bad debts. However, there are signs that the margin of manufacturing profit is getting narrowed by home competition. The struggle for Government contracts became very keen last year. Prices were cut so fine that loss appeared more likely than profit, so prudent men abstained, and the contracts for the year 1893 recently tendered for were taken at a reduction on the lowest prices. As many of these contracts run for nine years the contractors must have taken a leap in the dark and relied upon averages or the chapter of accidents.

Thus, as has been shown, the year 1893 does not promise well, but to all this must be added declining imports and exports, the slow but steady rise in the price of all necessaries of life, the true outcome of the new duties on everything, duties which it was said the foreigner would have to pay for the privilege of trading with France. When the full effects of this policy comes home to the people it will be seen that it is not the foreigner who is made to pay but the consumer who has to pay. All this is likely to bring the manufacturer face to face with a demand for higher wages, coupled with shorter hours of work, an increasing price for his raw material and a decreasing trade all round; it is hard to say what all this will end in.

Lace trade.

I am glad to report that the lace trade is not in such a disastrous position as when I wrote my last report, still the past year has been very far from being a prosperous—I might even say a good one, though a few manufacturers by producing special and expensive articles have been successful in obtaining a sale and doing a fair—I should even say a good business, but I believe the palmy days for the Calais lace trade have departed, and it is more than doubtful if they will ever return. I must not be understood to mean that I do not think the lace trade here will improve; I quite think it will look up again, but I am referring to the trade as it was more than 10 years ago, when Nottingham was, I believe I am right in saying, the only rival for machine lace, and people here without capital or knowledge of the business scraped enough money together to partially pay for a lace machine, borrowed money for the balance and often cleared off the prime cost in a year. These are the sort of days which I believe will never return again to Calais. The failure of several local banks in 1886 was the sequel and death knell to this boom of prosperity, which had resulted in over speculation, followed by a final collapse.

Machines have been sold here, on account of the bad trade, and sent to Lyons, Warsaw, and elsewhere, not to mention Caudry in the adjoining Department of the Nord. Probably new

machines have also been purchased from Nottingham direct and sent to the two former places. As I have before mentioned, lace, which competes severely with Calais, is now made at Plauen in Saxony, and probably at many other places with which I am not acquainted. Calais cannot compete with Nottingham in cotton laces, but takes the lead in fine silk laces, and I am at a loss to understand why, since the best machinery used here all comes from Nottingham, and has to pay heavy customs duty. The silk has to pay a duty, which has lately been increased, the necessaries of life, and, therefore, living, are undoubtedly cheaper in England than here. The trade here was originally started by English from Nottingham, and though there are many less engaged in it than formerly, a large proportion of masters and men are still English. This would make one imagine that Nottingham ought to turn out silk goods quite equal to Calais, but I have been assured by persons well conversant with the trade, which I naturally cannot be, and who ought to be experts, that this is not the case, it seems that the finish of the Calais lace is superior, and it has been explained to me that this arises from the extra care and supervision exercised by the manufacturers themselves over the goods before leaving the factory. The principal market for these fine goods is the American, in which, of course, Nottingham could compete on equal, and for the reasons I have mentioned I should have imagined on even better terms.

The gentleman who has, on previous occasions, kindly given me information on the course of trade, states that the fashion for silk laces was very undecided during the early part of last year, and whilst manufacturers at great expense prepared a rich collection of Chantilly laces for the spring demand, they were soon obliged to change to Guipure and Irish point laces, thus losing a part of the season and greatly increasing their expenses. This latter class of lace sold freely during the year, as did also silk Bourdon laces. Mixed silk and cotton laces, imitation Brussels point, or Dentelles application, have been in great favour, and there appears every prospect of this class of lace becoming a good and profitable article during the spring of 1893.

Cotton laces are only selling for export in extremely fine goods. Cheap and merino goods are beaten in all ways by Nottingham; consequently, Calais manufacturers cannot sell these goods for export, but only for the French market, in which they are protected by the high customs duties.

Competition is very keen, and as many manufacturers possess but a limited capital and are unable to obtain credit as formerly, they are compelled to sell their goods, often almost regardless of price, from week to week in order to meet their current expenses, a most unfortunate state of affairs for the trade.

Besides this, Caudry has now got almost entire hold of the cheap silk lace trade, which makes Calais manufacturers all go in for the same class of goods, and the demand not being sufficient in many cases to absorb the quantity produced, causes prices to rule low, and, as already stated, makes competition very severe.

For the past three months, however, the price of raw silk has been rising considerably, which must affect all cheap goods, and if these high prices continue the trade may, in my informant's opinion, look forward to better and more remunerative prices, and to a more prosperous state of things generally; in fact, the feeling in the trade is more hopeful than it has been for many years, and there are apparently legitimate reasons for it.

Public Works.

Work has been carried on steadily but I cannot say rapidly during the past year, however, considerable progress has no doubt been made towards the completion of the quay walls, which is so far well as it will enable the inside of the harbour to be cleared, deepened, and finished off, but the essential matter is the new pier. Calais harbour.

To begin by the quay walls, the south quay wall of the new outer harbour has been completed and carried round until it joins on to the former quay wall of the old tidal harbour; the remaining portions in this vicinity of the old work is being rapidly removed, and this part will then be deepened, in fact, the work is far advanced. The quay wall on the north side, where the mail packets lie, has also been completed, and carried round seawards behind the old Quai de Marée, which is now being removed, with the view of having the entrance channel widened and deepened, which work could not be done properly as long as sand kept falling in where the wall was incomplete, this wall turns round to the eastward, and joins on to the apron on the land side of the entrance or approach to what was (I, perhaps, should say is still) nominally destined for a new sluice basin; on the opposite side of the approach the apron is also completed, and from it is to start the new pier. Before this is in print, the sea will have been admitted to the approach to this new sluice basin by the cutting through of a further portion of the old pier seaward of the Quai di Marée, and of the temporary sandbank behind it; but the part of the old eastern pier which protects the entrance, indeed forms the harbour on that side, cannot be removed and the entrance widened until the completion of the new east pier, of which, together with all the works above referred to, I gave a plan and full details in the report I furnished in 1891.

The construction of this new eastern pier will prove an immense benefit to the port, especially to the cross channel mail and passenger service between this and Dover: the sinking of the blocks into the sand to form its foundations, starting from the end of the north-east apron of the approach to the projected sluice basin was being proceeded with all last summer; but many things occurred to retard the work; however, I am assured that preparations have been made with the view of pushing it on rapidly, as soon as spring comes, and it is also intended to commence working at what will be the sea end of the pier by sinking iron caissons and building inside them.

The accommodation in the interior of the harbour is very good, but the entrance is no wider than it was years ago, and a wide and safe entrance is really the most important point in a harbour; it is therefore to be hoped the assurances that the work is going to be pressed forward may prove correct. It is always rash to offer an opinion as to when such works may be completed, for apart from unforeseen accidents which may retard progress, one can never tell whether continued and sustained efforts will be made to push it on, all depends on this and the number of hands employed

Dry dock. The dry dock was opened in October, 1891, I gave its dimensions in my last report; it is available for ships, but very few have taken advantage of it; some of the mail steamers have used it. Electric lights have now been fitted round the dock, so that vessels can be docked, and work carried on at night if required.

Towage. The tugs at Calais belong to the Chamber of Commerce; one is kept always afloat during the tidal hours with steam up, and at other times with banked fires in case of being required; one of them is a powerful twin screw tug.

Boulogne harbour. From information furnished me by Vice-Consul Surplice, it appears that the construction of the new quay walls in a portion of Boulogne harbour referred to in detail in former reports, made good progress during the past year. On the west side, or Quay Chanzy, the work is completed, and on the east side, or Quai Gambetta, the wall is completed for a length of about 500 feet, and the construction of the other 700 feet is far advanced, most of the foundations being completed.

The work of dredging in the interior of the harbour has also been pushed on, as has also the dredging operations inside the south-west breakwater.

General Remarks.

Channel passenger service. There is very little for me to say on the subject of the passenger service between Dover and Calais, and Folkestone and Boulogne, which I have not said in previous reports. With regard to Calais, the mail service continues to be carried on with wonderful regularity; there are four services each way daily, by three of these mails are carried; the fourth, or club service, is an exclusively passenger one; the numbers using it do not seem to increase, but special train services, with dining and sleeping cars are run in connection with it, and there is every probability that it is destined, in course of time, to become a very important link in a vast system of international through sleeping car trains, which may require time to be developed, but which will undoubtedly come in the future. Already there are and have been for some time through services to Constantinople, St. Petersburg, Rome, and Madrid; the latter are now continued to Lisbon, and we may expect to see mail steamers for South America and South

Africa, hereafter taking in overland passengers who wish to avoid the pleasure to some, the horror to most, of the Bay of Biscay, in the same way as we now see the Peninsular and Oriental steamers taking in passengers at Brindisi, who have travelled from this in the special weekly peninsular express train.

The number of passengers landing and embarking at Calais during the past year shows a falling-off; this is, no doubt, not very satisfactory for those interested in the port, but it is not surprising when one reflects on the scare as to cholera which there was last autumn, and which caused so many to abandon their usual trip to the continent, to the great advantage of all watering places and pleasure resorts in the United Kingdom; for it is hardly necessary to mention that the great bulk of the passengers come under the designation of British subjects. Then again, it must be remembered that there are very many competing routes, all vying with each other in their endeavours to induce the travelling public to patronise them, to the exclusion of all others; it would be difficult and out of my province to name them all, but putting aside Boulogne, the great rival of Calais, but to which I shall refer specially, as it is equally in my district, I may mention the Dover-Ostend route, which bids high in its endeavours to attract passengers for its State-owned steamers of British build, and which, after Boulogne, takes rank as the greatest rival to Calais, coming probably, even before the Queenborough-Flushing route, which also attracts many passengers bound to Netherlands and Germany. However, the shortest sea and mail route is likely always to hold its own and keep a good lead with ease. At present the mid-day service, as it is called, leaving both London and Paris about 11 A.M., is the favourite, and carries by far the largest number of passengers, as the large steam packets are always run in this service, and there can be no question of the favour in which they are held and the attraction they prove to the public, from whose point of view it is, no doubt, to be regretted that equally fine boats are not regularly used in the other services; however, apart from their cost, which is considerable, but which I believe would be recouped by increased traffic if it was known that large boats might be reckoned on. I must state the fact that until the works for widening the harbour are further advanced, it would not be prudent to risk running the large boats at certain hours in stormy weather, and as it is the primary duty of those conducting the service to see that it is carried on in such a way as to preclude, so far as human arrangements can, the possibility of accident, it is quite right to put off doing so until these works are completed, when I believe it will be possible to run them at all hours and in any weather with perfect safety.

With regard to Boulogne, the number of passengers credited to the South Eastern Company's Folkestone steamers shows a slight decrease; this can be accounted for very fairly by the cholera scare, but for which it is probable there would have been an increase. Excursionists, on the other hand, show a very considerable increase; in fact, are nearly double what they were in

the preceding year; this, I think, may be attributed to finer weather in the summer. This is a traffic which is largely dependent on the season. The fall in the number of passengers going by the Dutch-American line is not so great as one would have expected, considering the restrictions placed on emigrants landing in the United States.

In the following table I give the total number of passengers at each port during the last few years:—

Year.	Calais.	Boulogne.	Remarks.
	Number.	Number.	
1886	215,879	146,546	..
1887	235,695	128,148	..
1888	248,001	120,021	..
1889	346,934	127,430*	Paris Exhibition
1890	262,364	106,604†	..
1891	258,465	109 285‡	..
1892	248,347	113,765§	..

* Including 2,581 by American lines.
† „ 6,733 „
‡ „ 10,347 „
§ „ 8,512 „

The passengers at Calais, with the exception, perhaps, of 100, are all to or from Dover.

In the next table I give details showing how the figures for the past year (1892) are arrived at in the case of Boulogne.

Description of Steamers.	Landed.	Embarked.	Total.
	Number.	Number.	Number.
South Eastern Railway Company from Folkestone ..	40,375	46,153	86,528
Various, chiefly excursionists ..	9,407	9,318	18,725
Dutch-American lines	2,725	5,787	8,512
Total	52,507	61,258	113,765

In the passenger traffic during the first 2 months of the present year, as compared with the corresponding period of the previous 2 years, has been as follows:—

CALAIS.

Months.	1891.	1892.	1893.
	Number.	Number.	Number.
January	14,538	14,386	14,492
February	13,470	13,951	15,049

BOULOGNE.

Description.	1891.		1892.		1893.	
	January.	February.	January.	February.	January.	February.
	Number.	Number.	Number.	Number.	Number.	Number.
South Eastern Railway Company	3,606	3,594	3,236	3,130	3,467	3,409
Various	...	...	...	...	1	...
Dutch - American Line	387	416	533	315	138	279
Total	3,993	4,010	3,769	3,445	3,606	3,688

In Annex VII. I give a table showing the maximum, minimum, and mean readings of the barometer and thermometer in 1892, based on three observations daily, taken at 9 A.M., noon, and 6 P.M.; it would be far more interesting as regards the thermometer if I could give the minimum of a registering one so as to have a record of the lowest temperature during the night, as the cold is often very severe on this coast. Barometer. Thermometer.

In Annex VIII. I give a table showing the result of four daily observations as to the direction of the wind last year. Wind.

The tons given in this report are all of 1,000 kilos., equal to 2,000 lbs. avoirdupois, and exchange is taken at 25 fr. to the 1*l.* sterling. Weights.

Annex I.—RETURN showing the Principal Articles of Import at the Port of Calais during the Year 1892.

Articles.	Quantity.
	Kilogrammes.
Live animals	57,624
Meat—	
Fresh	260,893
Salted	25,264
Preserved	1,706
Poultry, dead	5,409
Hides, fresh raw	4,000
Wool	22,311,392
Other animal products	1,751
Silks	125,580
Hair	1,118
Grease, &c.	28,232
Eggs	37,828
Butter and cheese	3,683
Animal manure	8,000
Fresh fish	24,927
Preserved fish	9,476
Horns and bones	101,834
Cereals	20,005,905
Flour of all kinds	26,753
Dried vegetables	21,596
Fresh fruit	65,923
Dried „	18,228
Seeds for sowing	5,900
Sugar and molasses	3,581
Sweet biscuits	18,155
Condensed milk	475,845
Coffee, tea, spices	3,827
Manufactured tobacco	3,322
Oils	5,116
Resin and tar	6,837
Medicinal herbs	1,181
Timber	109,996,500
Cork	1,000
Firewood	725,546
Exotic woods	715,438
Vegetable fibres (hemp, jute, &c.)	4,702,821
Vegetables	6,748
Yeast	452,363
Wood-pulp	1,416,434
Live plants	4,684
Vegetable substances	390,051
Wine and vinegar	28,745
Beer	179,921
Spirits	27,085
Aerated waters	4,982
Marble	2,189
Stones and millstones	176,789
Slates and cement	312,408
Ice	2,785,855
Coals	63,798,833
Mineral tar	50,169
Petroleum	12,743,696
Iron ore	35,489,825
Pig-iron	15,860,682
Iron	445,818
Steel	20,212
Copper	11,353
Tin	59

RETURN showing the Principal Articles of Import at the Port of Calais during the Year 1892—continued.

Articles.	Quantity.
	Kilogrammes.
Chemical products	865,921
Manures (nitrates)	1,022,860
Colours, dyes, &c.	217,181
Soap and perfumery	75,105
Medicaments	247
Candles and glue	19,195
Pottery and porcelain	51,560
Glass	37,990
Yarns—	
Hemp and flax	67,459
Cotton	233,963
Wool	82,299
Silk	107,421
Tissues—	
Flax and jute	32,419
Cotton	297,534
Wool	207,910
Silk	164,929
Made up	7,761
Paper and cardboard..	69,486
Books and printed matter	20,418
Hides, skins, and peltries prepared ..	13,240
Jewellery and clockwork	27,828
Machinery	1,298,959
Metal work	322,512
Furniture	21,178
Musical instruments	4,050
Articles in straw	26,931
Basketwork	3,028
Carriages	26,451
Velocipedes	1,998
Felt goods	2,390
Hats	545
Scientific instruments	1,566
Toys and fancy articles	11,094

	Quantity.
	Tons.
Total weight of imports in 1892	299,884
„ „ 1891	368,271
„ „ 1890	274,505
„ „ 1889	170,414

Annex II.—Return showing the Principal Articles of Import at the Port of Boulogne during the Years 1891–92.

Description of Goods.		Quantity.	
		1891.	1892.
Waste silk, spun	Tons	12	13
Sea fish other than cod	„	1,202	686
Mother-of-pearl, a natural shell	„	966	1,174
Wheat	„	316	55
Sugar	„	5	5
Preserves and sweet biscuits	„	122	110
Coffee	„	4	196
Tea	„	22	26
Fixed oils, pure and others	„	6	6
Coals	„	146,166	130,211
Pig-iron	„	932	54
Iron of all sorts	„	184	122
Steel in bars	„	575	43
„ rolled in plates	„	20	301
Beer	Gallons	21,111	33,374
Yarns (fils de)—			
Flax or hemp	Tons	81	73
Cotton, pure or mixed (by weight)	„	613	573
Cotton, pure or mixed (by measure)	1,000 metres or 1,094 yards	4,222,542	5,229,950
Alpaca wool, pure or mixed	Tons	443	590
Goats' hair	„	384	397
Tissues of wool—			
Carpets	„	207	178
Other tissues	„	2,770	2,418
Tissues of cotton—			
Tulles (lace)	„	4½	8
Other tissues	„	1,627	943
Machines and machinery	„	2,229	2,073
Articles in iron or wire	„	394	475
Petroleum	„	1	..
Gold	Ounces (troy)	697,664	..
Wool of all kinds	Tons	13,409	8,135
Silk, raw or thrown	„	1½	44
Cereals, other than wheat	„	689	2
Wood for building, &c.	„	38,176	17,228
Jute	„	17,619	11,468
Manilla hemp	„	178	266
Ice	„	3,280	5,185
Iron ore	„	..	2
Total tons		274,740	220,286

	Quantity.
	Tons.
Total weight of exports, 1890	256,542
„ „ 1889	199,971
„ „ 1888	248,259

Annex III.—Return showing the Principal Articles of Export at the Port of Calais during the Year 1892.

Articles.	Quantity.
	Kilogrammes.
Live animals	62,972
Meat—	
Fresh	801,305
Salt	6,602
Preserved	3,186
Animal products	11,658
Wool, hair, and feathers	203,846
Feathers (superior)	3,184
Silks	84,775
Poultry (dead)	93,650
Grease and lard	5,296
Eggs	621,901
Cheese and butter	20,365
Fish	28,495
Perfumery	1,204
Farinaceous articles	785,573
Fruit and seeds	653,519
Vegetable oils, &c.	11,324
Beverages	2,741,264
Stones and fuel	5,093,220
Metals	883,032
Chemical products	705,227
Dyes and colours	116,048
Glass, pottery, and porcelain	3,818,169
Yarns	338,707
Tissues	3,397,833
Cloth articles	47,308
Skins	184,675
Metal work	2,426,216
Arms and ammunition	136,500
Furniture	53,395
Musical instruments	8,789
Esparto articles	319,208

	Quantity.
	Tons.
Total weight of exports in 1892	64,433
„ „ 1891	57,530
„ „ 1890	60,534
„ „ 1889	48,805

Annex IV.—Return showing the Principal Exports at the Port of Boulogne during the Years 1891–92.

Description of Goods.		Quantity.	
		1891.	1892.
Portland cement	Tons	30,249	31,963
Eggs	„	935	1,033
Herrings, dried, smoked, salted	„	75	697
Fresh sea fish	„	532	433
Potatoes	„	7,808	2,969
Dried vegetables	„	27	84
Fresh fruits of all kinds	„	9,066	7,802
Seeds for sowing	„	113	126
Rags	„	1,949	1,228
Wine and liqueurs	Gallons	1,388,314	1,409,782
Brandy and other spirits	„	14,534	16,214
Pottery and porcelain	Tons	500	1,469
Glass, bottles, &c.	„	9,509	8,702
Tissues—			
Silk (tulle)	„	764	..
„ others	„	488	154
Linen or hemp	„	29	64
Wool	„	7,406	8,053
Cotton (tulle)	„	1	1
„ others	„	391	72
Silk in cocoons, raw or thrown	„	152	112
„ of all kinds	„	200	78
Paper	„	403	444
Prepared skins	„	918	882
Articles in skin or leather	„	138	136
Works in metal—			
Cast iron	„	748	75
Copper, pure or alloyed	„	133	98
Other than abovenamed	„	388	384
Articles in indiarubber (caoutchouc)	„	33	13
Haberdashery and fancy articles	„	1,717	1,772
Gold coin	Ounces (troy)	823	..
Silver „	„	12,489	18,936
Total tons	..	122,680	127,524

	Quantity.
	Tons.
Total weight of exports in 1890	134,809
„ „ 1889	114,411

Annex V.—Return of all Shipping at the Port of Calais during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	62	6,213	1,389	319,802	1,451	326,015
French	7	761	813	220,264	820	221,025
Norwegian	49	17,335	23	7,683	72	25,018
Russian	4	1,724	...	...	4	1,724
Swedish	1	305	11	6,210	12	6,515
German	4	2,877	22	13 564	26	16,441
Danish	4	496	13	12,362	17	12,858
Dutch	1	16	...	...	1	16
Belgian	1	1	1	5	2	19
Spanish	...	...	1	1,350	1	1,350
Italian	1	832	...	...	1	832
Total	134	30,573	2,273	581,240	2,407	611,813
Coasting	35	2,425	4	293	39	2,718
Grand total ...	169	32,998	2,277	581,533	2,446	614,531
Total for the year preceding ...	271	61,942	2,274	626,155	2,545	688,097

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	61	5,134	1,374	324,058	1,435	329,192
French	6	761	809	214,142	815	214,903
Norwegian	48	17,352	12	7,428	60	24,780
Russian	12	4,345	...	...	12	4,345
Swedish	5	1,840	11	8,063	16	9,903
German	4	2,899	21	11,497	25	14.396
Danish	3	366	6	5,608	9	5,974
Dutch	1	16	1	505	2	521
Belgian	2	29	1	5	3	34
Spanish	...	...	1	1,350	1	1,350
Italian	1	832	...	...	1	832
Total	143	33,574	2,236	572,656	2,379	606,230
Coasting	32	2,473	3	224	35	2,697
Grand total ...	175	36,047	2,239	572,880	2,414	608,927
Total for the year preceding ...	273	60,985	2,272	624,665	2,545	685,650

Annex VI.—RETURN of all Shipping at the Port of Boulogne during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	5,413	1,520	357,508	1,529	362,921
French	55	7,021	5	1,170	60	8,191
Norwegian	19	5,321	8	3,249	27	8,570
Russian	6	1,994	...	...	6	1,994
Swedish	3	664	7	2,901	10	3,565
German	2	178	3	1,878	5	2,056
Danish	1	143	1	276	2	419
Dutch	2	970	117	277,120	119	278,090
Austrian	...	...	1	767	1	767
Belgian	...	...	1	36	1	36
Total	97	21,704	1,663	644,905	1,760	666,609
Coasting	603	38,416	182	57,874	785	96,290
Grand total ...	700	60,120	1,845	702,779	2,545	762,899
Total for the year preceding ...	772	80,158	1,638	699,259	2,410	779,417

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	14	6,937	1,511	353,533	1,525	360,470
French	33	4,140	18	10,146	51	14,286
Norwegian	21	6,415	8	3,283	29	9,698
Russian	6	2,287	...	...	6	2,287
Swedish	1	348	6	2,778	7	3,126
German	2	178	3	1,556	5	1,734
Danish	3	533	...	...	3	533
Dutch	3	1,027	117	277,126	120	278,153
Austrian	...	...	1	767	1	767
Belgian	...	...	3	1,126	3	1,126
Total	83	21,865	1,667	650,315	1,750	672,180
Coasting	678	44,787	171	49,969	849	94,756
Grand total ...	761	66,652	1,838	700,284	2,599	766,936
Total for the year preceding ...	791	82,810	1,627	700,741	2,418	783,551

Annex VII.—Readings of the Barometer and Thermometer at Calais (Three Observations taken Daily, viz., 9 a.m., Noon, and 6 p.m.) in 1892.

1892.	Thermometer (Centigrade).					Barometer (in Millimetres).				
	Date of Maximum.	Maximum.	Date of Minimum.	Minimum.	Mean.	Days of Maximum.	Maximum.	Days of Minimum.	Minimum.	Mean.
January	25	10	9	— 5	2·204	26	776	14	748	760·817
February ..	25	10	16	— 3	4·160	12, 13	772	18	743	758·057
March	26	15	7	— 5	3·397	31	777	13	749	763·161
April	4	18	17	3	8·855	1	775	16	749	764·300
May	28	32	6	6	15·280	9	771	4	754	764·322
June	10	24	14	10	16·566	8	771	23	746	763·388
July	3	25	15	13	17·752	24	774	13	752	764·356
August	18	27	5	12	17·881	11	771	28	755	761·344
September ..	12	24	29	10	16·488	17	772	30	748	764·100
October	29	18	27	4	9·785	19	770	6	744	756·130
November ..	15	16	23	— 1	8·355	28	777	19	756	765·700
December ..	3	11	26	— 7	3·375	17	774	9	749	763·100
For the year ..	May 28	32	Dec. 3	— 7	10·341	March 31; Nov. 28	777	Feb. 18	743	762·397

Annex VIII.—TABLE showing the Direction of the Wind at Calais in 1892 (Four Records being made Daily, namely, at Daylight, Noon, Sunset, and Midnight).

Wind.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total Observations in 1892.	Total Observations in 1891.
W.	14	10	4	8	18	21	9	34	18	8	4	6	154	201
W.S.W.	6	5	3	7	3	11	7	3	9	11	...	8	73	109
S.W.	14	15	7	21	22	27	19	25	26	16	11	23	226	227
S.S.W.	4	2	2	2	4	...	4	1	1	11	3	2	36	50
S.	3	5	4	3	13	3	3	6	15	11	16	12	94	117
N.	15	9	3	6	13	...	14	15	15	9	5	12	116	72
N.N.W.	3	5	2	7	2	2	4	7	9	16	4	14	75	49
N.W.	12	9	5	2	6	11	9	8	11	11	10	4	98	81
W.N.W.	9	6	1	2	6	10	4	7	4	4	3	3	59	72
N.N.E.	3	4	5	7	6	1	6	3	3	...	2	1	41	38
N.E.	4	3	12	19	14	16	17	8	3	12	4	3	115	82
E.N.E.	2	1	18	13	8	6	4	1	...	...	...	...	53	55
E.	6	21	37	9	4	9	19	4	...	6	2	11	128	145
E.S.E.	3	5	7	2	1	1	1	...	1	...	12	9	42	41
S.E.	20	13	13	10	4	1	4	1	2	3	34	10	115	90
S.S.E.	6	3	1	2	...	1	...	1	3	6	10	6	39	31
Number of Observations ...	124	116	124	120	124	120	124	124	120	124	120	124	1,464	1,460

(75 4 | 93—H & S 1480)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1174.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF THE CONSULATE-GENERAL AT HAVRE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 999.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—61.] *Price Twopence Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.		Price.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janerio	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.

No. 1174.

Reference to previous Report, Annual Series No. 999.

FRANCE.

HAVRE.

Consul-General Bernal to the Earl of Rosebery.

My Lord, *Havre, March* 9, 1893.

I HAVE the honour to enclose herewith my Report on the Navigation, Commerce, Trade, &c., of Havre, together with those from the British Vice-Consuls at Caen, Honfleur, Trouville-Deauville, Fécamp, and Dieppe for the year 1892.

I have, &c.

(Signed) FREDERIC BERNAL.

Report on the Trade and Commerce of the Consular District of Havre for the Year 1892.

ABSTRACT of Contents.

	PAGE
Havre—	
Introductory	1
Review of trade, &c.	2
Shipping and seamen, &c.	2
French shipping bounties	5
Commerce and trade	7
Public works	10
Population	12
Public health	12
Cholera, &c.	12
Industries	13
Agriculture	13
General remarks	14
Effects of new tariff, &c.	14
Caen	15
The port	16
Coal; wood; tug and pilot service	17
Public works; butter and butterine	19
Cereals; apples; parasites	20
Honfleur	23
Trouville-Deauville	25
Fécamp	27
Dieppe	30
Coal weighing	31
Dieppe college and its advantages	34
Public works; general remarks	35

General review of commerce and trade in 1892.

The year 1892 was a very chequered one for the town and port of Havre. It was inevitable, on the one hand, that after the very large imports of wheat which had taken place in 1891 the entries of shipping would show a considerable falling-off, and, on the other hand, the low prices of almost every article of produce which ruled during the first six months could not but have a depressing effect on a business centre the tendencies of which are nearly always of an optimistic character. The outbreak of cholera, the existence of which was officially acknowledged on August 23, and which continued till the commencement of November, inflicted very great injury on the commerce and trade of the town, but on its disappearance, and under the stimulating effects of the general, and in some cases considerable, rise of prices business became very brisk, and the year closed with, on the whole, very favourable results to the commerce of Havre. Its imports consisting for the most part of raw materials and tropical produce its trade is not likely to suffer from the effects of the new tariff to the same extent that some other ports will probably do, although the rupture of commercial relations with Switzerland cannot but do it some injury, but some time must yet elapse ere the full results of the present protective régime are developed. The principal points of difference between 1891 and 1892 are that last year shows a decrease of 297 vessels and 283,249 tons in the total entries of shipping; an increase in the imports of coffee and cotton; and a decrease in those of copper, dyewoods, lard, oil-seeds, timber, wheat, and wine.

RETURN of all Shipping which Entered the Port of Havre in the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	108	126,300	966	743,016	1,074	869,316
,, packets ...	...	...	158	53,414	158	53,414
French	75	26,422	510	711,302	585	737,724
Russian	21	8,844	22	15,385	43	24,229
Swedish	15	5,221	55	27,149	70	32,370
Norwegian	89	40,742	42	26,493	131	67,235
Danish	54	20,319	28	10,813	82	31,132
German	30	18,264	215	356,536	245	374,800
Dutch	7	2,111	58	39,289	65	41,400
Spanish	...	...	14	28,588	14	28,588
Portuguese	...	...	12	4,140	12	4,140
Italian	19	12,806	2	2,965	21	15,771
Austrian	6	2,284	...	...	6	2,284
Greek	...	...	2	2,468	2	2,468
American	21	35,755	...	...	21	35,755
Total	445	299,068	2,084	2,021,558	2,529	2,320,626
Coasting trade, French	...	...	...	...	3,638	489,345
Grand total ...	445	299,068	2,084	2,021,558	6,167	2,809,971

Details of shipping.

As I mentioned in my report last year, I find such a discrepancy between the statistics of shipping published in the newspapers and those obtained from other sources that the above table is com-

piled as regards British vessels from the register at the Consulate-General; as regards French vessels, from the data furnished me by the custom-house; and as regards other foreign flags, from the information given me by my colleagues.

Decrease of general entries of shipping.

The total entries of shipping last year show a decrease of 297 vessels and 283,249 tons, towards which British shipping contributed 138 vessels, of 182,158 tons. French shipping decreased about 13,000 tons; Swedish, 13,000 tons; German, 15,000 tons; Norwegian, 22,000 tons; Spanish, 41,000 tons; and American, 2,500 tons. The great decrease which took place in British shipping arose in great measure from the diminished imports of wheat from the United States, the number of vessels arriving from ports in that country being respectively 184 vessels, of 290,793 tons in 1892, against 254, of 390,137 tons, in 1891. The imports of oil-seeds from India also fell off very much. The entries of British vessels from other foreign countries did not show any notable change. Of the 1,232 vessels which entered, 325 vessels, of 434,736 tons, were in the indirect trade, against 432 vessels, of 553,549 tons, in 1891; 271 vessels, of 305,542 tons, in 1890; and 240 vessels, of 260,919 tons, in 1889. 477,813 bales of cotton were brought in British vessels from the United States, against 361,355 bales in 1891, and 259,000 bales in 1890, but the imports of Indian cotton in British bottoms again fell from 124,048 bales in 1890, and 75,005 bales in 1891 to 70,713 bales last year. The imports of coal in British vessels was 597,425 tons, against 572,472 tons in 1891.

Reasons for decrease of British shipping.

Details.

British shipping at Havre and Dunkirk.

The "Standard's" correspondent at Dunkirk claimed last year that it was at the head of all the French ports as regards the tonnage of British vessels which entered in 1891, but as he gave the total amount as 913,335 tons, while at Havre it was 1,104,888 tons, or 191,553 tons in excess, the claim was a bad one. Even with all the drawbacks of the cholera the difference in favour of Havre in 1892 was 153,559 tons.

British seamen.

2,287 seamen, of whom 862, or 38 per cent., were foreigners, were discharged; 1,847 shipped; and 37 reported as deserters during the past year. I have very little to add to the remarks I made on this subject in my last and former reports. I bear willing testimony to the considerable number of well-behaved, good seamen who have been discharged before me in the many years of my service, but I cannot shut my eyes to the very large numbers of ill-behaved, and, when they can get a chance, drunken men, who make their captains' and officers' lives a burden to them. It is far from agreeable to hear a captain say, "I don't want any British sailors, give me Norwegians, Swedes, Finns, Dutchmen, who will be quiet and well behaved," but such is frequently the case, and in very many cases I am afraid that there has been a cause for these unwelcome sentiments. That in the hour of difficulty or danger the British sailor has no superior is acknowledged by everyone, but that in too many instances he is below his comrades of Northern Europe in orderly conduct is, from all I hear, equally

Reasons why foreign seamen are engaged.

true. But he has the remedy for all this in his own hands, and if the Seamen's Union wishes to decrease the number of foreigners serving on board British vessels they should do all they can to check the ill conduct of the black sheep among their members. I think, as I have always done, that this will never be really effected until a continuous discharge book is introduced, and made obligatory.

Seamen reading rooms and homes.

I am sometimes afraid that the number of sailors who, by their ill conduct or their drunkenness on shore, give such trouble to their captains is increasing, but in saying this I have for the most part in my mind that class of men who, generally shipped and discharged in ports where crimps, with all their attendant demoralisation, flourish, do not come under, or who drift away from the humanising influences of the seamen's reading rooms or seamen's homes which exist in so many places. The port of Havre is particularly well situated as far as such institutions are concerned, but the battle they have to wage against the innumerable drinking places, with their cheap, and often bad liquor, is a very hard one. Their efforts are, however, not in vain, and, as I have several times before mentioned, the seamen's reading rooms, which were started by me 23 years ago, and which, aided by voluntary subscriptions, are now carried on by the Missions to Seamen, have done a good work in keeping numbers of men from falling victims to the temptations which beset them on every side.

Engagement of French seamen.

During the last three or four years some steamers running regularly between Havre and ports in the United States have shipped a good number of French sailors, firemen, and stokers, but when the fact of their having to give a guarantee for the repatriation of each of these men is taken into account, together with the risk, as has happened in some cases, of their bringing actions against the vessel before the French tribunals, I am inclined to think that any advantages which may be gained are quite counterbalanced by the drawbacks.

Provisions and cooking.

In view of the discussion which is taking place as regards the provisioning of merchant ships I cannot but repeat how few have been the complaints laid before me on this score. I am the more surprised at this as I have never found any reluctance on the part of sailors to have a sometimes well, sometimes ill-founded "grumble." The bad quality of provisions is a matter of tangible proof. I have much more frequently heard complaints of bad cooking, and have repeatedly alluded to it in my reports, and I am very glad to see that steps are being taken to alter this, for I feel sure that both owners and seamen will be the gainers by the change. I think that when these reforms are carried out crews should not be allowed to "find themselves," except on very short voyages, and then an end would be put to any temptation to sacrifice food to drink. All provisioning of crews by the master, if any such cases still exist, should also be put an end to.

Vaguely worded agreements.

There are a certain class of articles of agreement which frequently give rise to much trouble and dissatisfaction, owing to the vague manner in which the place of discharge of the crew is

worded. I allude to agreements where the vessel is to go on a voyage to ports or places within certain limits, "trading to and fro," "voyage not to exceed," say, 12 months or 18 months, "and back to a final port of discharge in the United Kingdom or continent of Europe, between the Elbe and Brest." The vessel returns to Havre in, it may be, 6 months, and discharges its cargo. The crew claim their discharge. The master objects, on the ground that the term they shipped for is not expired, and that the vessel is going home to the United Kingdom. I have not been able to get an authoritive decision on the point, and I think it would be better if agreements were drawn up in such a clear manner as would prevent such disputes arising.

French shipping bounties.

The new law fixing the bounties to be paid on vessels built in France, and to be given to those which shall have run not less than 1,000 miles, came into force on January 31 last. This law, which is to continue for 10 years, was amended by the Chamber of Deputies, and became, as regards the navigation bounty allotted to sailing vessels, more protective than the project originally introduced by the Government. Its leading provisions in the way of bounties are: for iron or steel steamers or sailing vessels built in France, 65 fr. (2*l.* 12*s.*) per gross ton; for wooden vessels over 150 tons, 40 fr. (1*l.* 12*s.*); under that size, 30 fr. (1*l.* 4*s.*). For all kinds of new machinery placed on board such vessels, 15 fr. (12*s.*) per 100 kilos. The navigation bounties for oversea voyages are fixed at 1 fr. 10 c. per gross ton for steamers for every 1,000 miles run, decreasing 6 c. and 4 c. per ton each year, according as the vessels are of wood, or iron or steel construction, and 1 fr. 70 c. for sailing ships, decreasing 8 c. and 6 c. annually. Vessels of foreign construction put under the French flag before January 29, 1881, will be entitled to the whole, and those which were done so after that date, and before January 1, 1893, to half of these navigation bounties. The system is extended for the first time to what is termed the international coasting trade, which is comprised between 30° and 72° lat. N., 15° long. W., and 44° long. E., of the meridian of Paris. Within these limits French-built vessels, and those of foreign construction put under the French flag before January 1, 1893, will receive two-thirds of the above bounties, which will be increased in both classes of voyages by 25 per cent. in the case of steamers built according to plans approved beforehand by the French Admiralty. No bounties will be given to foreign-built vessels put under the French flag posterior to January 1, 1893.

It remains to be seen what will be the effects of this new law. French investors have not hitherto, as a rule, been very fond of putting their money in shipping and maritime ventures, but the increased premiums now offered may induce more of them to do so.

Possible effects of the law on our shipping interests.

One effect as regards ourselves will be that as soon as the French shipbuilding yards can supply the wants of their countrymen no more vessels will be purchased from us. Another point deserving of consideration is whether the bounty in the international coasting trade of 73⅓ c. per gross, which is calculated to be equal to 1 fr.

per register ton, will enable French steam colliers to become serious competitors to our own vessels. The distance from Havre to Cardiff is about 375 miles. A French steam collier of 500 tons register, making, say, 40 voyages in the year, would thus run 30,000 miles in that period, and would earn in bounties on the above calculations 15,000 fr. (600*l.*). We may, perhaps, some day see a French steamer fostered by the bounty, trading under the ægis of our free trade between Cardiff, or Newcastle, and London.

Emigration from Havre.

The number of emigrants who embarked at Havre last year for foreign countries was 26,530, or 8,400 less than in 1891. Of this number 2,699 were French, 8,119 Italian, 6,327 Swiss, 2,465 Alsace-Lorraine, 2,024 Turkey, 1,583 Germany, 1,398 Austria, &c. They were conveyed in 109 steamers—of which 66 were French and 43 German—bound to New York, Buenos Ayres, and the West Indies.

The following table gives the total entries of British shipping—excluding regular steam packets—at the ports of Havre, Caen, Trouville, Fécamp, and Dieppe.

TABLE showing Total Entries of British Shipping in the Six Principal Ports of the District of the Consulate-General in the Years 1892–91.

Ports.	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Havre	1,074	869,316	1,213	1,052,897
Caen	304	96,896	331	104,132
Trouville	109	39,319	122	43,094
Honfleur	129	62,484	167	91,343
Fécamp	58	18,441	67	19,818
Dieppe	422	174,551	486	228,077
Total	2,096	1,261,007	2,386	1,539,361

In addition to the above, the packets of the London and South Western Railway Company, and of the London, Brighton, and South Coast Railway Company, at Havre, Honfleur, and Dieppe, were 966, of 247,018 tons register.

Entries of British vessels at minor ports in district.

At the minor ports of Ouistreham, Courselles, Port en Bessin, Isigny, Dives, Eu, and Tréport, 296 British steamers and sailing vessels entered in 1892, but I have no return of their tonnage.

TABLE showing the Imports, Deliveries, and Stocks of Cotton at Havre during the Years 1892–90.

Countries.	1892.			1891.			1890.		
	Imports.	Deliveries.	Stock, December 31, 1892.	Imports.	Deliveries.	Stock, December 31, 1891.	Imports.	Deliveries.	Stock, December 31, 1890.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
United States	659,517	511,343	323,250	534,531	461,927	175,076	407,338	410,703	102,472
Brazil	1,805	3,771	403	2,450	1,789	2,369	2,033	695	1,708
India	106,970	106,568	55,854	109,399	121,881	55,452	164,708	125,140	67,934
Other countries	18,852	16,176	13,704	16,471	11,492	11,028	16,441	13,051	6,019
Total	787,144	637,858	393,211	662,851	597,089	243,925	590 520	549,589	178,133

RETURN of Principal Articles of Import at Havre in the Years 1891–92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar, French colonies	Tons ...	2,042	Values not obtainable.	1,454	Values not obtainable.
,, foreign cane	,, ...	210		287	
Cocoa	,, ...	14,180		13,168	
Coffee	,, ...	103,847		84,557	
Coal	,, ...	594,365		598,824	
Copper	,, ...	7,246		15,878	
Cotton	,, ...	171,240		137,964	
Dyewoods	,, ...	75,876		88,348	
Hides	,, ...	21,444		30,853	
Indigo	,, ...	778		554	
Lard	,, ...	12,726		16,964	
Oil seeds	,, ...	30,208		79,112	
Palm oil	,, ...	10,121		15,231	
Pepper	,, ...	4,397		3,113	
Petroleum, raw	,, ...	20,603		20,606	
Rice	,, ...	5,040		5,594	
Salt meat and pork	,, ...	823		843	
Timber (deals)	,, ...	44,710		67,405	
Wheat	,, ...	317,577		556,886	
Other grain	,, ...	13,521		6,566	
Wool	,, ...	11,302		11,025	
Total	...	1,462,206	...	1,758,606	...
Alcohol	Gallons ...	1,115,510	...	934,472	...
Wine	,, ...	13,923,822	...	8,161,846	...

RETURN of Principal Articles of Export at Havre in the Years 1891–92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Silks and ribbons	Tons ...	1,352	Values not obtainable.	1,242	Values not obtainable.
Woollen tissues	,, ...	5,060		5,769	
Cotton tissues	,, ...	7,086		8,248	
Chinaware	,, ...	1,131		1,494	
Glassware	,, ...	1,791		2,396	
Paper, white	,, ...	4,263		4,845	
Ochre	,, ...	1,032		1,277	
Potatoes	,, ...	10,274		10,522	
Salt butter	,, ...	3,699		4,610	
Oil	,, ...	3,717		2,015	
Oilcake	,, ...	11,298		10,856	
Dyes	,, ...	9,956		9,078	
Drugs	,, ...	2,765		2,824	
Preserved vegetables	,, ...	1,542		1,815	
Haberdashery	,, ...	696		1,079	
Total	...	65,662	...	68,070	...
			Francs.		Francs.
Furniture	Value ...	...	385,487	...	4,943,307
Millinery	,, ...	...	6,761,519	...	6,704,716
Wine	Gallons ...	1,583,802	...	1,970,716	...

Sugar. Havre has for some years past lost all importance as a sugar importing centre, there being only one refinery still working here.

Cocoa. The imports of cocoa, of which nine-tenths pass through in transit for Paris, increased by about 1,000 tons.

Coffee. Coffee, which has of late years, in a great measure, dethroned cotton as a medium of speculation on this market, showed an increase of over 18,000 tons. Very large operations in "futures" are carried on in this article. The highest figure reached was 109 fr. 25 c. per 50 kilos. in March; the lowest, 79 fr. in October. The amount imported, viz., 103,847 tons, was the largest which has ever taken place. The stock on December 31 last was 20,971 tons.

Coal. The import of coals fell off about 4,500 tons, which was doubtless owing to the cholera. They would probably have otherwise shown an increase over those of 1891.

Cotton. The largeness of the crop in the United States, and the lowness of prices which ruled, stimulated the imports of cotton, which showed an increase of 128,225 bales over 1891, and of 190,680 bales over 1890. The price fell as low as 40 fr. per 50 kilos. in March, and as the tone of the Havre market is, generally, as a rule of a "Bullish" character, merchants and speculators were not in a cheerful frame of mind; but in company with those of other articles, the price began to rise in September, and finished at 60 fr., so that large profits must have been realised. The stock which on January 1, 1892, was 243,925 bales rose on December 31 to 393,211 bales.

Dyewoods. The imports of dyewoods fell off 12,471 tons. Those of logwood and fustic increased by about 3,000 tons and 1,600 tons respectively, but quebracho decreased by 18,835 tons. As I mentioned last year, this trade, which used to be largely done by us, has fallen into the hands of the Norwegians, Swedes, Germans, &c. who carry it on in vessels of which a great many have been purchased from us.

Oil-seeds. Owing to the large import of oil-seeds which took place in 1891, and to the excellence of last year's colza crop, a decrease of 48,914 tons took place in this article.

Timber (deals). The imports of deals also fell off 22,695 tons, on account of the large arrivals which took place in 1891 in prevision of the new tariff.

General summary of imports. To sum up, the imports of cocoa, coffee, cotton, indigo, pepper, grain (other than wheat), alcohol, and wine show a more or less large increase, while those of coal, copper, deals, dyewoods, hides, lard, oil-seeds, palm-oil, and wheat fell off.

Summary of exports. Owing to the continuance of the financial troubles in South America, and to the effects of the new United States tariff, the exports of woollen and cotton tissues, chinaware, glassware, potatoes, salt butter, drugs, haberdashery, preserved vegetables, furniture, and wine all fell off in a more or less degree, while on the other hand, those of silks and ribbons, oil, oil-cake, dyes, and millinery showed an increase.

Customs receipts. The receipts from the customs in 1892—including the navigation dues, 1,644,989 fr.; statistical dues, 779,743 fr.; and the tax on salt, 189,790 fr.—amounted to 74,601,059 fr. (2,984,042*l.*), against 70,915,646 fr. (2,836,625*l.*) in 1891, and 57,510,023 fr. (2,300,400*l.*) in 1890. The duties collected during the first six months of the

year were 10,667,440 fr. in excess, and those received during the last half 4,932,835 fr. less than for the corresponding periods in 1891. The increased receipts during the first 6 months are to be accounted for by the large imports which took place in prevision of the changes in the tariff.

Public works. Projected improvements of the Port of Havre.

The long talked of alterations and improvements in the port of Havre, the estuary of the Seine, and the River itself up to Rouen, for which numerous plans have been presented, and about which the various corporate bodies of the two towns and of the department have for the last 10 years been fighting, have so far advanced that a project proposed by the Government, who have promised to present it to, and support it before the Chamber, has been accepted by those bodies. Under this project the original estimated expenditure of 88,000,000 fr. (3,520,000*l.*) has been reduced to 42,500,000 fr. (1,700,000*l.*), of which 27,500,000 fr. (1,100,000*l.*) will be allotted to this port. The projected works comprise the enlargement of the outer harbour, by removing the entry 500 yards more to the north, and by dredging outside three channels leading to it. Works for consolidating Cape la Hève, &c., will also be undertaken. Useful as these improvements will be it is much to be regretted that it is not possible to carry out at once the original more extended scheme, which sooner or later will have to be executed. Towards the 27,500,000 fr. required, the Chamber of Commerce of Havre offer a subsidy, spread over 8 years, of 13,750,000 fr., they receiving for their share the 2,854,500 fr. contributed by the department and the 1,200,000 fr. voted by the municipality of the town. They ask to be authorised to contract a loan of 9,685,000 fr. to meet this engagement, and while reducing the quay dues at present paid by shipping, to be allowed to levy a tax of 10 c. and 20 c. per ton on goods shipped or discharged, and a tax of 50 c., 1 fr., and 2 fr. on the different categories of passengers embarking or landing at Havre.

Dredging operations.

Dredging operations have been carried on outside the port; in the outer harbour, where it is proposed to obtain 3 metres below zero of the charts, instead of 2 metres as at present; and in the western half of the Vauban basin, of which the other half will be done this year.

Other works. New petroleum dock.

Various minor works have been executed, and a petroleum basin, situated to the east of the Bellot Dock, was commenced last October, and will be finished in 1894.

Amounts contributed by the Chamber of Commerce.

The sum set down in the Budget for the Port of Havre not being sufficient for the prompt carrying out of these works the Chamber of Commerce voted 50,000 fr. towards dredging the Vauban Basin; 600,000 fr. for the petroleum dock; 890,000 fr. for the purchase of a dredger, &c.; and 20,000 fr. for repair of the bridge of the Bonded Dock; in all 1,560,000 fr. (62,400*l.*).

Number of sheds, steam, and hydraulic cranes.

Seven hydraulic cranes with a lifting power of 1,250 kilos. each, were placed on the quays round the Bellot Basin, in addition to those already there, and two floating ones of the same force; five steam cranes for discharging coals were placed on the quay of the Vauban Basin. There are now in existence around and in

the basins 19 sheds covering a space of about 68,000 yards; 34 hydraulic cranes, of from 1,000 kilos. to 3,000 kilos. lifting power, 5 steam cranes of 1,500 kilos. lifting power, 6 floating cranes of 1,250 kilos. lifting power, and 1 floating crane of 10,000 kilos. lifting power. All these have been provided by the Chamber of Commerce.

Canal de Tancarville.

The canal from Havre to Tancarville, on the River Seine, felt the effects of the general decrease of the commercial movement, the tonnage of the cargoes passing through it having fallen from 440,330 tons in 1891 to 373,096 tons last year.

New powerful electric light on Cape La Hève.

Works for the alteration of the electric lights on Cape La Hève have been for some time in progress, and will very shortly be completed. They consist in the replacing of the two lights hitherto existing by a single scintillating one (with a red sector to indicate the anchoring ground called "La Carosse"), with an illuminating power of over 2,000,000 candles. In ordinary weather its lighting range will be 43 miles (its reflection in the sky will doubtless be seen at a much longer distance), and in hazy weather 22 miles.

Erection of a lighthouse on Cape Antifer.

A new lighthouse has been built on Cape Antifer, between Havre and Fécamp, and will be lighted in the course of the year. It will be an eclipsing light of 20 seconds interval. Its range will be 34 miles in clear, and 15 miles in hazy weather. The lighthouse will also be provided with a powerful fog-signal.

Lighting of the channel of the estuary of the River Seine.

The estuary of the River Seine is marked on the north side by 14 metal boats, placed at 12, or 1,600 metres apart, and carrying a red light, which stands 3·60 metres (11 feet 7 inches) above the level of the water. These lights, which can be seen in clear weather 3 miles off, should be left about 100 yards on the port hand by vessels arriving from sea. The south side of the channel, at about 300 metres distance, is at present only lighted by two boats carrying green lights, but others are building, and when completed the buoys will be removed, and the channel marked on both sides by from 24 boats to 30 boats. Vessels can, therefore, now enter the river safely by night.

Chart of the estuary of the River Seine would hardly be of any use.

Surprise was expressed in some of our newspapers last year that no chart of the River Seine existed, but it must be remembered, as far as the estuary is concerned, that its sandbanks are of a shifting nature, and that frequently after a heavy gale the navigable channel will be found to have been displaced several hundred yards, making it necessary for constant soundings to be made by the pilotage service.

New railroads.

The new railroad from Havre to Dieppe, with branches to Etretat and Fécamp, will be seriously commenced this year. The other line placing Havre in connection, viâ Port Jerome, with the south-west of France still hangs fire. Havre wishes the River Seine to be crossed by a bridge. Rouen insists that it shall be by a tunnel. The Western Railway Company on their side say, when you have come to a final decision on the point we will see about executing the work. In the meanwhile this important port is dependent for the transport of its commerce on one line of railroad, of which some of the bridges and viaducts are a subject of constant anxiety to its engineers.

Statistics of the population, &c.

The movement of the population of Havre (116,369) was marked last year by a decrease in the number of the births and an increase of those of the deaths. The former were 3,654, or 84 less; the latter 3,944, or 509 more than in 1891. This increase was caused by the cholera epidemic. 1,221 children died under 5 years of age, against 1,071 in 1891 and 1,346 in 1890. Of the births 515 were illegitimate, of which number 308 were recognised by the parents. There were 1,123 marriages, an increase of 87. Of those united in marriage 34 men and 93 women were unable to write. 101 marriages resulted in 161 children becoming thereby legitimised. There were 67 divorces against 75 in 1891.

Death rate at ports in district of Consulate-General.

The death rate per 1,000 at the different ports in the district of the Consulate-General in 1892 was: Havre, 34; Caen, 29; Honfleur, 27; Trouville-Deauville, 32·5; Fécamp, 26; and Dieppe, 37.

The cholera epidemic.

Had it not been for the cholera 1892 would have been for Havre a healthy year. It was not until August 10 that Dr. Gibert, the Government doctor for epidemics, was informed that cases of a suspicious character were occurring, and as many of the medical men were not agreed as to their nature, the authorities did not think it necessary or possible to put off the Firemen's International Competitions, which were fixed for August 13, 14, and 15, and which brought between 30,000 and 40,000 strangers into the town. Among the competitors were some 150 members of the British Fire Brigades' Union, who fortunately escaped with a few cases of diarrhœa. The authorities were naturally reluctant to declare the port infected, and it was not till August 23 that the bills of health delivered by the sanitary authority bore mention that cases of a choleraic character, in some instances followed by death, had occurred.

Probable origin of the outbreak.

There was a great disposition at the outset to attribute the outbreak to the arrival here of German steamers from Hamburg, but this was not the case, the disease having shown itself before it appeared in that city, and it is nearly certain that it was brought here from the suburbs of Paris.

Details of the same.

In fact, on July 5 a lady who had recently arrived from Courbevoie was taken ill with marked choleraic symptoms. This case was followed by other sporadic ones, of which three were fatal, the last being on August 3. From that date the disease rapidly increased, and assumed a more virulent form, so much so that of the first 50 persons admitted with it into the two hospitals 48 died.

Energy and devotion of the officials of all classes.

When once the authorities became fully alive to the danger they set to work with the greatest energy to combat it, and there is no doubt that it is entirely owing to the excellence of the arrangements made, and the admirable manner in which the medical assistance, and the measures for thorough disinfection were organised, joined to the courage and devotion shown by the Sous-Préfet and Mayor, the medical men, and the officials of every category and class, that the disease was kept in check, and finally got rid of in the earlier part of November.

Number of cases and deaths.

During the time it lasted there were, according to the figures published by the municipality, 1,265 cases and 494 deaths, or

39 per cent. According to statistics given by the Bureau d'Hygiène the number of cases was 1,305, of deaths 535, or 41 per cent. According to Dr. Gibert the percentage of deaths from real cholera cases was as high as 80 per cent.

By far the larger portion of those who were attacked and succumbed to the disease were either persons addicted to consuming large quantities of alcohol or who were badly nourished or lived in filthy surroundings.

The drinking water supplied to the town is of a first-rate quality, and had nothing to do with the outbreak and spread of the disease.

The loss to the commerce and trade of the town was, of course, very large, and great destitution took place among the workpeople connected with shipping, but considerable sums of money were subscribed which enabled the municipal authorities to alleviate the distress.

During the time cholera was making victims here passengers leaving Havre for Southampton were closely catechised, and obliged to state where they were going before they were allowed to land, while others who left on the same day for England viâ Calais and Dover were allowed to land there without a question being put to them.

Havre could be made very healthy if additional sewers, &c., were constructed.

The town of Havre has, in spite of part of it lying very low, great natural advantages, and could be made a very healthy place; but to do this it would require the construction of more sewers in every quarter of it, and especially that the sewerage should be pumped up and carried into the estuary of the river, where the great current of water would carry it out to sea, instead of some of it being discharged at low-water mark on the beach at the end of the principal boulevard.

No law in France which requires an official certificate of cause of death in ordinary cases.

I was surprised to see by a correspondence in the newspaper that Sir Henry Thompson was under the impression that a law existed in France calling for a certificate from a Government doctor as to the cause of death in every case. No such law exists, but in some towns, though not in Havre, there is a municipal regulation to that effect. It is only in suspicious cases that the "Médecin du Parquet," or doctor attached to the Criminal Court, makes an enquiry into the circumstances.

Industries.

Shipbuilding.

11 vessels, of which 10 were torpedo boats, of 4,065 tons, were launched last year, against 10 vessels of 1,573 tons in 1891; and 22 vessels, including 18 torpedo boats, of 6,702 tons, were commenced, against 13 vessels of 922 tons in the previous year.

There is nothing particular to remark respecting other industries further than that a new company has been formed to work nickel ore from the Canadian mines and has already commenced operations.

Agriculture.

Although there was a decided improvement in the crops last

year over 1891, they could hardly, with the exception of colza, be called very abundant, while as regards wheat there was a great difference between the yield of the four departments forming the district of the Consulate-General. For the Seine Inférieure it was 20; for the Eure, 21; Calvados, 14·8; and the Orne, 16·3 bushels per acre. Oats were a good crop, as were those of potatoes and apples, but hay was very deficient, and large imports of it have taken place from various countries. The farmers complain of low prices in spite of the protection which has been given them, but they have not suffered, nor have rents fallen quite to the same extent as they have done with us.

Foot-and-mouth disease.

There has been a good deal of foot-and-mouth disease among the cattle in the Seine Inférieure during the past year, but it appeared to be on the decline towards the close. At one of the meetings of the Havre Society for the Protection from Cruelty of Animals one of the Government Veterinary Surgeons gave an account of the visit of inspection he had paid to a number of farms in the neighbourhood of Havre, and, while praising some, gave a dreadful account of the state of filth in which he had found the cows on others were kept. The existence of disease cannot, therefore, be wondered at, nor can the milk from animals kept in this condition be beneficial to children who are brought up on it.

Dirty condition of the cows kept on some farms.

General remarks. Effects of new French tariff on British trade.

The time has not yet arrived for forming an opinion as to what the permanent effects of the new French tariff will be on our trade with this country, and various answers have been given me by persons who ought to be in a position to know. While some articles on which the duties have been increased do not appear as yet to have suffered, it is the contrary with others, and a firm which formerly imported ironmongery from England tell me they can no longer do business in fireplaces, coal scuttles, brass bedsteads, lamps and lamp stands, woollen carpets, linoleum, &c., in consequence of the increase in the tariff on these articles. The import of fresh fish, of which the supply here is both scarce and dear, is put a stop to from Southampton on this account. The custom-house have given me a comparative table of the imports from Great Britain into Havre in 1891–92, but as part of these were rushed in to save the new increased duties nothing definite can be learnt as regards those articles which show an increase.

Articles of which imports from Great Britain have decreased at Havre.

Those which show a marked decrease in 1892 from 1891 comprise fresh fish, sweet biscuits (the French are beginning to offer a serious competition to us in some varieties of this article), jams, cast-iron, bar-iron, rolled plates, tinplates, wire, steel, lead, chemicals (with some few exceptions), medicines of unknown composition, boots and shoes, sewing machines, tools, iron tubes, ironmongery, furniture, &c.

Strikes in 1892.

In this town there was only one strike, namely of the dock labourers, during the past year. It lasted a very short time, and ended by the men obtaining a rise to 5 fr. 50 c. a day, with some minor advantages. Up to the present the manufacturers only appear to have profited by the increased protective duties, as the

only rise in wages I have heard of have been very few in number, and very small in amount. It was at first thought that salted meats from the United States could be imported under the new tariff, but when to the duty of 25 fr. and 30 fr. per 100 kilos. was added a number of vexatious formalities, it was found impossible to do any business in the article, and the working classes are thus deprived of this most valuable adjunct to their daily bill of fare, and a great element of freight is lost to shipping. Workmen have as yet gained little advantage from the increased tariff. Salted meats cannot be imported from the United States.

The following are the prices of sundry articles of food at Havre:—Household bread, 1 fr. 5 c. (10*d.*) the 3 kilos. (6 lbs. 9¾ ozs.); butter, 3 fr. 20 c. to 4 fr. the kilo. (2 lbs. 3¼ ozs.); sugar, 1 fr. 30 c.; beef, 1 fr. 20 c., 1 fr. 80 c., 2 fr. 60 c., according to quality; mutton, 1 fr. 40 c., 2 fr. 20 c., 2 fr. 80 c.; pork, 2 fr. 20 c., 2 fr. 40 c.; milk, 25 c. the litre (0·880 quart); coals, 38 fr. (30*s.* 2*d.*) per ton. Prices of provisions.

The octroi dues, or municipal tax, on articles of consumption, fuel, forage, &c., produced last year 3,866,663 fr. (154,666*l.* 10*s.*), or 1*l.* 6*s.* 6*d.* per head of the population of the town. Amount produced by the octroi dues.

CAEN.

Mr. Vice-Consul Leeson reports as follows:—

On comparing returns of British and foreign shipping entered and cleared at the port of Caen during the past year with that of 1891, it will be observed that there is a slight decrease. This decrease is owing to the falling-off of sailing vessels from Finland and the Baltic ports that have for so many years been engaged in the timber trade with Caen, the imposition of a heavy duty on imported timber having caused diminution of supply, and also, as I reported last year, through the employment of British steamships of larger tonnage than heretofore. Navigation.

Generally speaking, the import and export trade with the port of Caen has been more active than in 1891, and I think, without indulging in prognostications of too roseate a hue, I may venture to predict a future prosperity and better commercial development for this port than it has hitherto enjoyed. The export of iron ore increases year by year, and, being now in greater demand than ever, gives a great stimulus to trade. Caen has been for too long a period reposing in a commercial "Sleepy Hollow, and relying only upon agricultural pursuits, but she is now preparing to emerge therefrom, and to expedite to the outer commercial world the industrial products which have hitherto lain dormant and carefully hoarded up. The improvements about to be commenced in the port will facilitate the growing trade, and be the means of bringing Caen, situated as she is inland, into closer contact and quicker communication with the neighbouring ports. Already the first steamship of a projected line, building in Holland, of great beam, but drawing only from 14 feet to 16 feet of water, has been placed here, and is now plying regularly to Rotterdam in the iron General remarks. Contemplated improvements.

ore trade. In 1890 the Caen Chamber of Commerce first mooted the project of these improvements for the canal and seaport, which even then the signs of a rising trade warranted; later on an appeal was made by the Chamber to the Minister of Public Works, which was favourably received, and plans and estimates were ordered to be prepared by the engineers of the Ponts et Chaussées. This decision was based upon the improving development of trade within the last year or two.

In the year 1882 the largest cargo carried to this port was 1,000 tons, and in the year 1892 it was 1,500 tons.

Caen is situated in an exceptionally favourable position as a port of transit for central France, and an extensive field for exportation has, within the last 2 years, presented itself by the opening up of the iron mines of St. Remy, the ore being of rich quality, and the mines within easy distance of the port. This fact alone would be sufficient to attract vessels of larger burden were a certain depth of water and freedom of entry at the seaport at all times and tides to be found.

The neighbouring ports of Havre and Honfleur have been endeavouring to attract this trade, which Caen now holds in her hand, owing to her favourable position.

Havre has been seeking direct communication with central France through a tunnel under the Seine, and Honfleur, whose port admits vessels of larger tonnage, is agitating for reduction of tariffs, &c.

Port. The improvements projected for the Port of Caen will permit vessels of 2,500 tons to enter the canal at the seaport of Ouistreham at ordinary tides. To obtain this result the following works are proposed:—

1. To deepen and widen the channel of the "delta" of the River Orne.

2. To widen the canal from right bank, and increase its depth from 17 feet to 29 feet.

3. To reconstruct all the swing bridges, and so obtain an increased breadth between the parapets of 45 feet.

4. To construct a new lock, the apron of which would be 29 feet above the level of full tides.

This latter improvement is indispensable, the sill of the present lock being too high, and it is of frequent occurrence that vessels drawing from 14 feet to 17 feet of water are unable to enter, causing considerable delay to the owners thereby.

To deepen the present lock would necessarily interrupt the navigation of the canal for a long time.

The total expenditure for the above work has been estimated at 6,000,000 fr. (240,000*l.*), and it is proposed to divide the operation into two portions, the first to comprise the deepening of the channel of the delta of the Orne and of the inner basin and constructing a new lock, at the cost of 3,000,000 fr. The second portion of the work would be undertaken on completion of the first.

The Chamber of Commerce is raising a loan of 2,000,000 fr. to

commence with. The municipality of Caen have voted 250,000 fr. towards the expenses, and on completion of the entire work a toll of 30 c. per ton is to be imposed on all vessels entering the port.

Notification of arrival of all vessels.

Another improvement contemplated, which will be of great importance, has been proposed whereby immediate notification will be given of the arrival of all shipping in the roadstead, and hastening the custom-house formalities at Ouistreham, and so avoid unnecessary delay to vessels bound for Caen.

A new code of signals is to be adopted, of great simplicity, and with which all pilots will be well acquainted, whereby the name of the vessel, her port of departure, and draught of water, will be signalled by the pilot on board to Caen.

Night signalling.

A watchman, permanently stationed at the Port of Ouistreham, and a system of coloured lights for night-signalling will be established.

Passage of the canal at night. Electric light.

An important alteration will be made enabling vessels to pass through the canal at night. Electric light will be fitted to the swing bridges, and could be furnished to vessels at a small cost.

Iron lighter.

An iron lighter is to be constructed of carrying power up to 500 tons, to be attached to the tug service. The want of a lighter of that description has been long felt here by vessels compelled to discharge a portion of their cargo before entering, or in the canal.

All these improvements have been carefully planned with a view to the development of trade to the port of Caen.

Trade and commerce.

I have again to report a large increase in the import of coal for 1892. There is little alteration in its price from last year.

Coal.

The Chamber of Commerce at Dieppe has conferred with the Chamber at Caen on the subject of short weight in the cargoes of coal imported from the United Kingdom, with a view to adopting measures to remedy the defective system, and in the meantime merchants and others to whom cargoes of coal are consigned in this country are invited to persevere in refusing to accept the plea usually advanced, viz., that of "waste in transit," this waste averaging 3 per cent. The intervention of the authorities will be asked for in the matter through the Consuls or Consular Agents.

Short weight in cargoes of coal.

Wood and timber.

There has been a very material decrease in the imports of wood and timber for the year 1892, which may be attributed, as I reported last year, to the imposition of a heavy duty. There has been an increase of pine in all imported timber.

An appeal has been addressed to the Chamber of Commerce at Caen by three of the principal timber merchants protesting against the system of classing all the northern imported timber by the Commission of the Douane, whereby extra duties are imposed. The appeal applies to the said duties and to the proposal of the Commission, and which are of an entirely different nature to those proposed by the Government, who, in view of the protection due to a national industry, in the employment of this timber are disposed to admit of a moderate tariff being imposed upon it in all

its various dimensions, and as produced by the first sawing in its rough state, but imposing higher duty on all woods arriving in a more finished preparatory stage, therefore permitting of immediate use.

The Commission of the Douane, on the contrary, have adopted an entirely different point of view, their only apparent object being the protection, and, in an extreme degree, of the system of forestry in France, by endeavouring to cause a diminution in the supply of these importations, which are by no means excessive, and do not exceed the demand for consumption; and with regard to the classification of the wood itself, it would practically have a serious result in making it almost impossible for the custom-house officers to collect the duty, while throwing an impediment in the way of the trade of the country by imposing a further tax for carrying out the classification of 15 per cent. In fact, it being obligatory to discharge a load of from 400 steres to 500 steres in one day would necessitate an uninterrupted continuance of the work of discharge in order to avoid the obstruction such a mass of timber would cause, or, if before these cargoes of wood are removed from the quay they are to be classed conformably to the proposal of the Commission of the Douane, five times the space would be required in the already limited area of the quays, and would present even more difficulties in case three or four large steamers should be discharging, as is often the case, at the same time and in the same locality.

The service of the Ponts et Chaussées has forbidden the ridding of coal upon the quays, an abuse which augmented the inconveniences complained of by others, besides the timber merchants.

A rule has been enforced that no cargo or portion there of coal or pitch, &c., shall remain longer than three days on the quays after it has been discharged.

Exports. Iron ore. The export of iron ore is steadily on the increase. The greater portion has, as usual, been shipped for Rotterdam and Germany, and a larger quantity than usual has been shipped for Boness, Glasgow, and Grangemouth in the United Kingdom.

Barley. I have to report a considerable deficit this year in the export of barley, resulting from a partial failure of the crop and its being of inferior quality and light in weight.

Colza cake. There has been an increase in the export of colza cake of about 1,000 tons.

Caen stone. The export of Caen stone has been about the same as last year.

Freights. Freights to this port have had a downward tendency during the year 1892.

Classification of cargoes. The Chamber of Commerce at Caen has prepared a regulated scale for the classification of cargo. A Commission of delegates from the several Chambers of Commerce of the principal ports in France, including Caen, unanimously determined that for the future all merchandise arriving at these ports should be classed as follows:—

1. Merchandise of every description in whatsoever state of packing or in barrels.

2. Grain in sacks or otherwise.

3. Wine, spirits, and all liquids in general.

Industries.

There is nothing special to report as to the local industries of Caen from last year.

Three disastrous fires occurred in the largest patent fuel factory, and two of the largest steam saw mills, whereby a great quantity of material was destroyed.

Public works. Steam tramway.

The most useful public work in this district has so far been completed during the year by the opening of the steam tramway connecting St. Aubyn, Luc, and other French towns on the coast, with Cabourg and Dives. A branch line is to be continued to Caen, with intermediate stations.

Agriculture. Bad wheat harvest.

The past season has been most disastrous to farmers in this district, what with the ravages of the plague of insects and caterpillars that infested the orchards, the short-coming of the wheat harvest, for though we have received glowing accounts of the bountiful wheat crop in the other departments, be that as it may, the crop in this district has been universally bad, the ear only half full, and the grain shrivelled and small, farmers asserting the crop was hardly worth the labour of harvesting; and the long drought of the early summer, the high winds and torrents of rain later on towards the harvest time caused devastation to the crops far and near, and much anxiety and loss to the farmer.

Adulteration of butter.

With regard to the long-standing and vexatious question of adulteration of the Normandy butter, I can only report again, as I did last year, that, like the poor, it is always with us, and there appears to be no diminution of the practice, and it is carried on in defiance of the laws framed to repress it, and in the face of the authorities, who appear to be unable to cope with it; the practice appears to be principally confined to the middlemen and small dealers.

Export of Normandy butter.

The export of Normandy butter to the United Kingdom in the year 1889 was estimated at 77,000,000 fr., falling in 1890 to 70,000,000 fr., though in the year 1891 there was a slight increase in the export. South America and the French colonies are always open to the trade, the finest and purest Normandy butter being reserved for the Paris markets.

Export of French margarine to the United Kingdom.

In the year 1889 the export of margarine manufactured in France to the English markets was estimated at 3,100,000 fr. In 1890–91–92 the export slightly decreased.

The most important manufactury for margarine in France is at Malauney, near Rouen, carried on by Messrs. Pellerin and Co.

For some time past this firm has been supplied with between 2,000 litres and 3,000 litres of the best milk in northern France daily from Isigny, in this district.

About 150 of the farmers convey the milk daily to the station at Isigny, from whence it is forwarded by railway to the factory at Malauney for mixing with grease and other oleaginous compounds.

Thus the fairest and most thriving dairy district about Bayeux and Isigny is being drained of the cream of its produce for the purpose of feeding and aiding in the production of margarine, that is actually destroying a wholesome trade.

A recent proposal for the purpose of detecting the presence of margarine in pure butter has been made to colour the compound with a preparation of the bugloss or ox-tongue plant that produces a deep pink colour.

Oats. The oat crop was above the average, though it suffered through the drought, and later on the heavy rains, which laid a vast quantity. The straw was short and discoloured.

Hay. Hay was a very thin crop, a great quantity being damaged by the heavy rains that fell too late to advance the undergrowth. Its price is double this year, and hay of really good quality is scarce.

Colza. The colza crop was plentiful, but it suffered through its plentitude, being weighed and beaten down by the violent winds and rain.

Apple crop. Destructive parasites. The apple crop, which promised well, was much decreased by myriads of caterpillars and other insects that invaded the orchards, all garden fruit suffered in a like degree, the trees being completely denuded of their leaves.

The cultivation of the apple tree is of the greatest importance in this department, and it becomes each year less productive, even the actual existence of the trees are imperilled by the inroads of parasitical insects, the most destructive of the pests being a weevil,

The Cheu abotia Brumata. or small beetle with a long proboscis, a familiar acquaintance with all farmers; the insect secretes itself in the fissues of the bark of the tree during the winter months, and may also be found buried in the dry leaves and grasses about the foot of the tree. In the spring time the insect climbs the trunk and commences operations, the female piercing the envelope of the button of the half-formed blossom, and therein deposits her egg, in time producing a white grub that devours the interior organism of the flower, but respects the thin envelope receiving it as a shelter.

This insect disappears during the summer months from the orchards and turns its attention to the farmers' cornfields.

The Mytilaspes Pomorum. Another insect of this species and inveterate enemy to the orchard is a green caterpillar with a black head, and is a rapid mover. This destructive pest not only devours the blossom, but strips the tree of its leaves, and, if not destroyed, soon kills the tree.

Bands of strong brown paper spread over with a mixture of bird-lime and red vasciline are made to encircle the fruit trees in this district, being placed round the trunk about 2 yards from the ground; this forms a barrier to the female insects in their ascent of the tree at breeding times.

Another most destructive parasite and a new arrival in the department of Calvados, and which has already committed ravages in the Canton of St. Pierre-sur-Dives, is a species of cochineal that attacks the newly-planted apple tree. The insect attaches itself to

the bark of the tree, and the female deposits its eggs beneath a small button. These eggs hatch in May into minute white insects, 30 or 40 in number, they spread gradually over the branches, penetrating the bark, and in time exhaust the vitality of the tree.

The authorities direct each year that all insectivorous birds and their nests shall be protected, and public notices to that effect are posted abroad. The observance of the order is the exception, not the rule. Notification is yearly given by the municipal authorities that all the proper precautions shall be taken by farmers and others that these destructive insects in their orchards shall be destroyed, and any information as to the agencies to be employed in this necessary work can always be obtained through observations that have been made as to the habits of the numerous specie's of insects in natures stud-book and its marvellous rapidity of reproduction.

Efforts are being made to revive the cultivation of the sugar beetroot that has been in abeyance in this department for 20 years or more. Bretteville-l'Orgueilleuse, in the district, is best adapted for this branch of agriculture, owing to the nature of the soil of great depth lying above a bed of silicious sand, which forms a perfectly natural filter. This district is also the best in Normandy for rearing horses.

Horses.

The supply of horses for the Depôt of the Remonte has been plentiful, and the prices for 4-year and 5-year olds have risen slightly.

Epidemics among horses and cattle.

With the exception of an outbreak of foot-and-mouth disease amongst the cattle in the summer of 1892, and which has been exterminated, there has been no further outbreak of any epidemic amongst cattle or horses.

Health of Caen.

The health of the town of Caen and the district has been very good; during the precedence of cholera in the summer no single case occurred either in Caen or the district.

Number of English residents.

The number of British subjects residing at Caen during the year 1892 were about the same as the preceding year.

Description.	Number.
The number of births in Caen during the past year have been	871
The number of deaths in Caen during the past year have been	1,322
The number of marriages in Caen during the past year have been	309
The number of divorces in Caen during the past year have been	10

Annex A.—Return of all Shipping Entered at the Port of Caen during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	2,734	304	96,896	324	99,630
French*	...	...	96	33,364	96	33,364
German*	...	...	17	5,141	17	5,141
Swedish and Norwegian*	...	...	27	7,961	27	7,961
Russian†	...	...	21	7,351	21	7,351
Total	20	2,734	465	150,713	485	153,447
,, for the year preceding ...	...	...	...	...	493	158,881

* Sailing and steam. † Sailing.

Return of British Vessels Entered at the Undermentioned Ports of the Vice-Consular District during the Years 1891–92.

Ports.	1891.		1892.		Cargo.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
Ouistreham	7	580	5	620	Coal.
Courseilles	7	840	8	900	
Port-en-Bessin ...	12	2,109	14	2,700	
Isigny	2	241	4	550	

Note.—The same number of vessels cleared at the port of Caen and the outlying ports of the Vice-Consular District during the year 1892.

Annex B.—Return of the Principal Articles of Import to Caen during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£ s.	Tons.	£ s.
Coal	285,904	400,265 12	268,569	370,991 0
Timber	22,731	129,120 0	48,000	230,400 0
Wheat	14,020	143,004 0	15,000	166,441 15

* Approximate value.

RETURN of the Principal Articles of Export from Caen during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£ s.	Tons.	£ s.
Iron ore	65,251	23,490 0	46,452	16,758 12
Barley	4,754	26,742 0	12,220	68,432 5
Colza (cake)	5,262	33,786 16	4,522	28,036 8
Caen stone	1,625	2,156 5	1,142	1,362 10

* Approximate value.

HONFLEUR.

Mr. Vice-Consul Lethbridge reports as follows:—

Shipping and navigation.

The tables of navigation show a falling-off of 61 sailing vessels and 127 steamers, and a total decrease in tonnage of 46,571 tons, of which decrease 9 sailing vessels and 29 steamers and 37,716 tons is of the British flag.

Trade and commerce: Imports.

The total imports show an increase of over 26,000 tons, although, as was to be expected, on account of the increased importation of timber the preceding year in view of the new protective duties, there was a falling off in timber of over 45,000 tons, this was more than made up for by an increase of over 60,000 tons of coal.

Population and sanitary state.

In spite of a short epidemic of cholera in the summer, imported, it is believed, from Havre, the general health of the population was very good, as there was a decrease of 48 deaths and an increase of 15 births and 9 marriages.

Annex A.—RETURN of all Shipping at the Port of Honfleur in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	651	124	61,833		
,, Newhaven boats	..	..	186	26,412	502	120,125
British, Southampton boats ..	..	..	187	31,229		
French	2	737	..	..	2	737
,, coasters ..	20	840	240	10,980	260	11,820
Norwegian	..	..	12	6,357	12	6,357
Swedish	1	460	4	3,410	5	3,870
Russian	..	..	9	4,175	9	4,175
German	..	..	7	2,735	7	2,735
Other countries ..	1	963	..	..	1	963
Total	29	3,651	769	147,131	798	150,782
,, for the year preceding ..	..	..	..	..	986	197,353

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	650	124	61,833		
,, Newhaven boats	...	...	186	26,412	502	120,124
British, Southampton boats ...	...	...	187	31,229		
French	2	737	...	...	2	737
,, coasters ...	15	640	238	10,470	253	11,110
Norwegian	...	...	12	6,357	12	6,357
Swedish	1	460	4	3,410	5	3,870
Russian	...	...	9	4,175	9	4,175
German	...	...	7	2,735	7	2,735
Other countries ...	1	963	...	...	1	963
Total	24	3,450	767	146,621	791	150,071
,, for the year preceding ...	...	...	...	...	974	223,674

Annex B.—RETURN of Articles of Import to Honfleur during the Years 1891–92.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Timber	123,865	78,136
Coals	84,493	146,342
Iron..	1,905	279
Oats..	..	..
Cement	644	902
Seed..	78	76
Other articles	471	2,066
Total	211,456	227,801

Annex B.—RETURN of Articles of Export from Honfleur during the Year 1892.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Eggs	5,318	5,460
Butter	4,984	3,836
Cheese	201	200
Grain	2,577	900
Poultry	1,233	1,409
Fruit	6,391	6,886
Sugar	2,219	1,159
Colza oil	254	186
Seed..	1,043	1,527
Other articles	2,456	5,292
Total	26,676	26,855

STATISTICS of Births, Deaths, and Marriages at Honfleur during the Year 1892.

Description.	Males.	Females.	Total.	Difference for 1892.	
				Increase.	Decrease.
Births	138	130	268	15	...
Deaths	149	120	269	...	43
Marriages	...	...	69	9	...
Population, according to last census, 1891	4,456	5,133	9,589	...	...
Foreigners, including sailors, as per last census	...	...	189	...	...
British residents ...	...	...	22	...	...

TROUVILLE-DEAUVILLE.

Mr. Vice-Consul O'Neill reports as follows:—

Shipping and Navigation.

As will be seen by Annex A, 146 vessels entered our port this year, 109 being under the British flag, showing a decrease of 40 vessels on the whole, and a diminution of 10,563 on the register tonnage of the previous year.

Trade and Commerce.

Imports. The importation of timber has decreased by 19,655 tons, which may be accounted for by the large investments made last year in anticipation of the new tariff.

Coals show a decrease of 3,116 tons on last year.

Population and Industry.

Population. The population of Trouville-Deauville is 8,623 inhabitants.

Industry. The different industries are the same as mentioned last year.

Public Works.

Harbour works. The harbour works mentioned in my last report, and undertaken in the year 1889, are now completed, and have greatly facilitated the navigation of this port.

Trouville Pier Company. This pier was opened to traffic between Havre and Trouville, and vice versâ, during the past summer, and proved of great convenience to travellers, visitors, &c., as the steamers can go backwards and forwards at low tide.

The regular service will re-open next April.

General Remarks.

Sanitary. In the course of last August an epidemic of a choleraic character broke out, greatly to the detriment of our bathing season here, being the cause of many hasty and abrupt departures of visitors, yachts, &c., who, under ordinary circumstances, would have prolonged their stay; but, on the whole, this fell disease did not prove of such a malignant character as was at first apprehended, mostly attacking the poorer classes subject to long and general privation; also persons of intemperate habits, and entire absence of all hygienic precautions. The number of cases followed by death amounting to 28 in all.

Improvements. Here I may mention that I have been informed by the authorities that sanitary improvements, most urgently needed amongst the dwellings of the poorer classes, as regards sewerage, and water supplies, &c., are in serious consideration at the present moment.

Cattle disease. We have had a good many cases of aphthous fever or foot-and-mouth disease amongst cattle in this district.

Agriculture. The hay crop is inferior to last year. The apple crop was satisfactory.

Annex A.—Return of all Shipping at the Port of Trouville-Deauville in the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	304	105	39,015	109	39,319
French	7	602	...	...	7	602
Norwegian	6	1,579	6	2,504	12	4,083
Russian	5	1,299	...	...	5	1,299
German	...	...	7	2,430	7	2,430
Danish	5	873	1	413	6	1,286
Total	27	4,657	119	44,362	146	49,019
,, for the year preceding ...	...	...	...	...	186	59,582

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	304	101	38,238	105	38,542
French	5	513	...	...	5	513
Norwegian	7	1,858	6	2,504	13	4,362
Russian	5	1,299	...	...	5	1,299
German	...	...	7	2,430	7	2,430
Danish	5	873	1	413	6	1,286
Total	26	4,847	115	43,585	141	48,432
,, for the year preceding ...	...	...	...	...	182	58,117

Note.—Eight British sailing vessels, with a total of 681 tons register, entered the port of Dives during the year 1892.

Annex B.—RETURN of Principal Articles of Import to Trouville-Deauville during the Years 1892–91.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Coal	75,765	78,881
Timber	12,501	32,156
Ice	1,182	1,360
English cement	428	355
Pitch	765	435
Total	90,641	113,187

STATISTICS for 1892.

Description.	Number.
Births	245
Marriages	88
Divorce	1
Deaths	275

FÉCAMP.

Mr. Vice-Consul Handisyde reports as follows:—

Shipping and Navigation.

Only 117 vessels in all entered the port this year, showing a slight decrease on last year's return. This must come from the large quantity of timber imported in prevision of the new duties which came in force last February.

Only three mackerel and herring fishing boats have been built this year. **Shipbuilding for fisheries.**

None have been built for the Newfoundland cod fisheries, and as the result of this fishing has been most unsatisfactory some of the vessels have been diverted to trade. **Cod fisheries.**

Herrings were caught in large quantities, but the prices have been low. Mackerel gave a good result. **Herring and mackerel fisheries.**

Trade and Commerce.

The import of coal from England has been only 33,000 tons, a decrease on last year. That of timber, in consequence of the **Coal and timber imports.**

large quantity imported last year, shows a decrease of 6,000 tons.

Exports of oilcake and salt.

The export of oilcake has been about the same, but a large quantity of salt—7,000 tons—has been sent to Newfoundland.

Population and Industry.

Movement of the population.

The population of Fécamp is increasing slowly. We have not been visited by the cholera, and the births show a difference of 80 over the deaths.

Benedictine Distillery.

The different industries are nearly the same. The Benedictine Distillery has been built up after its large fire, and the production gives very good results. One of the saw mills have been destroyed by fire; the others seem to be in good situation.

Other industries.

The oil mills are still at work, but the competition of petroleum reduces the demand for colza oil. Owing to the large production of cotton last year the prices fell very low, and spinning was unprofitable during the first six months, but became better in the second part of the year.

Public Works.

The new dock has been opened this year by the Minister of Public Works.

The electric light has been established on the quays, allowing the steamers to unload during night time.

The dredging of the harbour continues, and the entrance is nearly finished.

Surveys are being taken for the railway from Havre to Dieppe, but the work has not commenced yet.

The port is in communication by telephone with Havre, Rouen, Dieppe, and Paris.

RETURN of all Shipping at the Port of Fécamp during the Year 1892.

ENTERED AND CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	1,638	47	16,803	58	18,441
French	21	4,773	4	3,114	25	7,887
Norwegian	7	3,456	1	313	8	3,769
Danish	13	1,655	1	380	14	2,035
Russian	4	1,323	...	...	4	1,323
German	3	1,613	5	1,755	8	3,368
Total	59	14,458	58	22,365	117	36,823

RETURN of Principal Articles of Export and Import to and from Fécamp during the Years 1892–91.

EXPORTS.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Oil cakes	1,693	10,160	1,910	11,612
Flint	970	194	1,410	282
Plaster	..	..	70	28
Timber	..	..	70	280
Clay	375	40	235	114
Salt	7,492	7,492	..	..
Total	10,530	17,886	3,695	12,316

IMPORTS.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal and coke	33,000	31,680	36,352	33,436
Cement	146	409	160	448
Wood	11,021	35,267	17,141	51,423
Hemp	15	48	72	2,160
Salt	4,260	3,408	5,122	4,507
Rape seed and arachides	2,781	29,474	3,555	42,600
Ice	746	448	570	342
Tar	96	464	..	..
Sundries	38	60	50	564
Wheat	..	..	148	1,480
Total	52,103	101,258	63,170	136,960

TABLE showing the Value of all Articles Exported from and Imported to Fécamp during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	234	834	32,613	33,941
Denmark	10,160	11,012	..	..
Germany	..	..	10,022	2,160
Sweden and Norway ..	..	..	15,897	35,152
Russia	..	..	250	3,300
America	..	84	19,568	13,761
Spain	..	106	..	3,177
Algeria	..	280	3,408	1,021
Africa	..	..	19,500	..
Newfoundland	7,492	..	..	..
Other countries ..	..	..	..	44,450
Total	17,886	12,316	101,258	136,962

STATISTICS of the Population.

Description.		Number.
	Last census ..	13,577
Births	1892	428
Deaths	„	348
Marriages	„	83
Divorces	„	2

The British residents number only 7, but during the summer season this number greatly augments.

DIEPPE.

Mr. Vice-Consul Lee-Jortin reports as follows:—

Shipping and Navigation.

Diminution in the importation of coal and timber.

In reviewing the events of the past year it is to be remarked that trade between England and France by this port has, in a degree, contracted. The diminution is chiefly in the importation of coals from Great Britain, and of timber from the Baltic ports carried by English steamships, of which there have been 76 less than in 1891, but it must be borne in mind that very large consignments were received here towards the latter part of 1891 in anticipation of the increase in the customs tariff in 1892.

The imports of iron and petroleum are almost identical with those of 1891. The quantity of coal, timber, iron, and petroleum imported in 1892 at this port, and at the ports of Eu and Tréport, in this Vice-Consular district will be found in Annex B.

Two new passenger steamers building for Newhaven and Dieppe route to France.

The Newhaven and Dieppe line of steamers are at the present time building two new passenger boats, one in England, and the other in France; both very large and fast.

The Western of France Railway Company owns two-thirds of the boats, and pays two-thirds of the expenses of repairs and renewals, whilst the London, Brighton, and South Coast Railway Company owns and pays one-third. All their boats now contain public and private cabins, and smoking rooms lighted by electricity, and in winter warmed by hot air, and the trains run alongside the steamers both at Newhaven and Dieppe. 63,441 tons of general merchandise was exported by this line from France to England, as against 18,094 tons imported. The French line of steamers between Dieppe and Grimsby exported large quantities of barley for the firm of Messrs. Bass and Co., of Burton-on-Trent, and also many tons of rags for paper-making in England. 16,387 tons of general merchandise were exported, and 15,500 tons imported by this line.

Trade and Commerce.

Visit of delegates from Dieppe Chamber of Commerce to Cardiff and Swansea to investigate mode of weighing coal cargoes.

As I have before had occasion to draw attention to complaints of turning out short weight which for many years past have occurred in respect of cargoes of coal, it will surely prove interesting if I state that in the spring of last year it was finally decided that a deputation from Dieppe should proceed to Swansea and Cardiff to endeavour to unravel the mystery. Accordingly, on July 25, Messrs. Lemagnen (Vice-President) and Robbe (Member) of the Dieppe Chamber of Commerce, started for South Wales, and were received by Mr. Moxey, President of the Chamber of Commerce of Cardiff, several owners of coal mines, and members of the Chambers of Commerce of Cardiff and Swansea, and, in conjunction with them they proceeded to inspect the mode of weighing at Cardiff, Penarth, and Swansea, and, whilst bearing witness to the weighing machines being in good working order, and well kept, and sufficiently sensitive, they remarked that on comparing the tare of the trucks taken on the weighbridges with the tare inscribed on the trucks themselves it was in scarcely any instance identical. In fact, generally the actual weight was less than that inscribed on the truck, a circumstance which would tell in favour of the buyer. This was easily explained as the result of a long period of drought absolutely exceptional in Wales. These trucks were at that time completely dried up, but as the climate of South Wales is exceedingly rainy, there is no doubt in their minds that during winter, and even from September to May, these trucks are constantly saturated with water, sometimes covered with snow, and that then their real weight becomes much heavier than the weight inscribed on them.

This, on the other hand, is very prejudicial to the purchaser. As shipments of coal to Dieppe and other northern French ports occur in winter, they consider that it is a serious cause of deficit. Weighing, they contend, is not completely and carefully carried out at either Cardiff, Penarth, or Swansea. The weight is only approximative. Trucks are weighed only when full, and in order to arrive at the net weight the tare of the empty truck is deducted according to the figures painted white on each side of the trucks. These figures, blackened by coal-dust, become difficult to read, and it is to be presumed that as they are constantly loaded at night serious mistakes occur.

The remedy for this state of things would be to weigh each truck empty after its contents had been discharged into the vessel, but the necessity for this operation had not been foreseen in the construction of the tips. To obviate this would demand the laying out of a good deal of money which the dock authorities have hitherto been unwilling to do. Compared with the weighing facilities at the ports before mentioned those at the port of Barry form a most desirable contrast. There the arrangements for weighing are perfect. By a very simple plan the trucks pass full on one side of a double weighbridge, and re-pass empty, after having been discharged into the vessel, on the other side of the

same weighbridge. They are weighed when laden at their first passage, and again when empty on their second passage. It is, consequently, easy at Barry to weigh the trucks, and to obtain when loading a vessel the weight absolutely correct, but, nevertheless, the bad habit of not weighing the trucks is so rooted in the country that it is but rarely that these useful and excellent arrangements are made use of at Barry.

Impressions and views of the delegates.

To resume rapidly the impressions and views of these delegates:—(1) The operation of weighing is not, according to them, satisfactory, and will not be completely so until the empty trucks are tared when their contents have been embarked.

(2) The weighers of cargoes, like the workmen employed in loading vessels, are paid by the ton. They consider that in this especial case it would be preferable otherwise. The weigher is a sort of umpire, who should be completely disinterested between buyer and seller. In the port of Dieppe, and in most French ports, he is sworn, and he is subject by law to severe and ignominious penalties should he fail in his duty. The law even reaches those who would tempt him to swerve from his duty. French weighers have a fixed salary independent of the weight they vouch for.

(3) They think that the documents of each cargo should be accompanied by the detail of the weight at the mine, as well as the weight at the docks. As the case at present stands the vessel carrying the coal is held responsible to reimburse the value of the quantity by which the weight is short, which renders business relations difficult and disagreeable. The carrying vessels being almost all British, English owners—the same as the French—have the greatest possible interest in proving the real and exact weight of coal put on board. They consider their system of weighing irreproachable. Their trucks are weighed when empty every day before being laden. The same with the carts which convey the coal to the various merchants' yards.

Nevertheless it is but just to admit that there is one other cause for which the shipper is not responsible, and which is of a certain importance. It is the loss of small coal which takes place during the process of unlading the cargo. They suggested that an immunity of $\frac{1}{2}$ per cent. should be allowed to the vessel. The shippers of Cardiff consider that the scale of $\frac{1}{2}$ per cent. is far from being sufficient, and propose 2 per cent., to which the delegates on their part are opposed, but in order to arrive at an understanding they suggested that on their return to Dieppe they should endeavour to persuade their Chamber of Commerce to adopt as "custom of the port" in case of deficit an immunity of 1 per cent. before claiming anything from the ship.

Dieppe is now awaiting a return visit from delegates of the English ports of Cardiff and Swansea.

Leading article by the "Shipping Gazette"

I have a vivid recollection of the following leading article in the "Shipping Gazette" on the subject of weighing coal cargoes at Dieppe 20 years ago which is most interesting:—"Our readers will remember that some months ago we drew attention in a leading article to a letter which we published from six shipmasters trading

to Dieppe, complaining of unfair dealing there with regard to the weighing of coal. The subject was one which from time to time had been commented on in these columns, and, in consequence, we drew from the statements of our six correspondents unfavourable impressions as to the present administration of the system of weighing established at Dieppe, and as to the honesty of the coal merchants and weighers of the port. Our remarks, which were made solely in the interests of commerce, led to the institution of a formal enquiry (made by a Commission from the Court of Queen's Bench) on the spot, at which we were represented, and pretty nearly all persons engaged in the coal trade and weighing of coal at Dieppe attended and gave evidence upon oath. We are glad to admit frankly that the result of this enquiry established, not only that the present system of weighing coal at Dieppe is such as should insure great practical accuracy, but also that it is carried out with honesty and precision, and that there is no reason for suspecting the existence of any combination to the prejudice of British shipowners. The weighing machines, both those belonging to the Chamber of Commerce, and those which are the property of the Western Railway Company, are subject to the surveillance of a Government Inspector of Weights and Measures, who examines them regularly. The customs and the octroi use the machines. The Chamber of Commerce has a standing Committee to see that the sworn meters do their duty properly, and every facility is given to captains and mates to check the weighing. Until, therefore, it can be shown that a still more accurate system prevails at the English ports of export, we feel that shipowners must look elsewhere than to Dieppe for the solution of occasional differences between bill of lading weights and actual deliveries of coal."—"Shipping Gazette," November 15, 1873.

20 years ago on the subject of weighing coal cargoes at Dieppe.

Population, Health, Industry, and Education.

The population of Dieppe is returned at 22,771 for 1892; births during the year 702; marriages 170; deaths 836; children stillborn 58.

Population.

The rumours about cholera were considerably exaggerated. The cases were entirely confined to persons who were ill-fed and intemperate, and consequently predisposed to an attack.

Exaggerated reports about cholera.

In 1889 the rate of mortality was stated at the mairie to be 34 per 1,000, and this apparently high rate was attributed by the officials there to the great mortality amongst infants and children of tender years through neglect. (1,000 women and girls work from early morn till night in the Government tobacco factory and leave their children at nurseries.)

Proportion per 1,000 of general mortality.

The report concerning sanitary statistics, published by the Ministry of the Interior, gives the proportion of general mortality per 1,000 for Dieppe for the years 1886–90, inclusive, as 32.

Next to the salubrity of its air Dieppe is noted among

Water supply.

continental towns for the excellence, purity, and abundance of its water. The springs which supply the town are situated 4 miles from Dieppe, and the subterranean conduits which were made in 1557 run under a vaulted passage of sufficient dimensions to allow of persons passing along, and these passages were greatly enlarged in recent years, when extensive reservoirs were constructed on high ground on either side of Dieppe, so that not only can every house in the town be supplied with pure water, but it is always flowing along and cleansing the streets. The principal salts held in solution are carbonate, sulphate, and nitrate of lime.

Promulgation of a new Law relating to French merchant shipping.

On January 30, 1893, a law which concerns French merchant shipping was promulgated, increasing the benefits already accorded to shipbuilders, and as, according to Article 6 of the said law, the bounty on vessels built out of the country and bought by Frenchmen is done away with, French owners now only benefit by building in France. But as there are so few yards shipbuilders will be unable to execute all the orders. I, therefore, think that such a business might be started at Dieppe, it being favourably situated, and if an enterprising firm were to establish themselves here, where land and labour are cheap, a good and profitable business might possibly be done.

Suggestion as to the possibility of an English shipbuilding firm establishing itself.

Crushing flints into powder for making earthenware and stoneware.

Blue flints from the seashore having for many years formed a staple article of export as ballast for ships going to England, where they are used in the manufacture of stoneware and earthenware, has inspired certain persons here with the idea of constructing mills for the purpose of crushing the flints into powder on the spot. At first the fine dust got into the lungs and killed a good many of the workmen, but now, I understand, the process is carried out skilfully, and this drawback obviated. There are now two establishments in this vicinity.

Cheap education for English boys at the College of Dieppe.

As Dieppe is so near England it may be worth while to point out that a very cheap education is available for English boys at the College of Dieppe, which occupies an open healthy position facing the port. At the commencement of the present century it was placed in connection with the University of France and open to all nations. The principal professors and masters are appointed by the Minister of Public Instruction, and the general arrangements are similar to those in the National Lyceums in France. Inclusive terms for boarders 36*l.*, half boarders 16*l.*, day pupils 4*l.* per annum.

Instruction is given in the living languages, gymnastics, vocal music, and drawing, as well as in classics, mathematics, geography, &c. The students wear a uniform, and whenever the weather is favourable they play on a grassward by the shore half a mile long by 500 feet or 600 feet in breadth, where they breathe pure air charged with saline properties fresh from the sea. Here, also, they play football, which (like coaching and bicycling) is an English pastime that has latterly been growing in favour in France.

Football in favour in France.

At a recent Congress held at the Sorbonne in Paris, M. Pascal Groasset, in the name of the League of Physical Education, drew a

vivid picture of the evils attending the old-fashioned schools in France, with their narrow confined play-grounds, in which the pupils obtained neither air nor exercise, but great strides, he said, had been made of late, and French boys certainly play out of doors much more than they did 6 years or 7 years ago. Until recently the taste for athletics was almost confined to a few schools frequented by children of the upper classes.

All classes are admitted at the College of Dieppe, where special instruction is available for the students of agriculture, trade and commerce, and a naval school is also attached to the college.

Roman Catholic College of Meynières.

There is another important and ancient institution I ought not to omit to mention, the College of Meynières, 15 miles from Dieppe, where the children of Roman Catholic parents might be educated at a third of the cost—in these hard times—of Stonyhurst and Beaumont Colleges, with the additional advantage of acquiring the French language in the country.

Public Works.

Dry dock.

The extensive harbour improvements and construction of new docks—the progress of which I have annually chronicled during the past 10 years or 11 years—have all been completed, with the exception of the dry docks of over 100 metres available length, which has not proceeded so expeditiously as it might have done had funds been more abundant, though there is no doubt it will be open to shipping by the end of the current year.

Channel between the piers deepened.

The channel between the piers (which is 82 yards wide) has been deepened so that at the present time there is about 30 feet of water in ordinary neap tides, and about 36 feet in ordinary spring tides.

Torpedo boat station.

A torpedo-boat station has been established on the east side of the new floating docks. It consists of a one-storied house about 25 yards long by 10 yards wide, and there is a small pier close to the house for the convenience of loading, &c.

General Remarks.

Diminution of English vagrants in France.

There is no doubt that of late years there have been fewer English mendicants and vagabonds roving about France than in former years—rogues who obtained, whilst en route, shelter in night refuges, in farms, at police stations, &c., and who formerly, on reaching a city or town, paid periodical begging visits to the chaplain, the Consul, and the English residents, in the hope that a new Consul or chaplain had in the meantime been appointed who would not recognise them. The Republic has deported almost all of these gentry, but I should wish to draw attention to the practice of Englishmen taking service with the managers of travelling shows, such as circuses, menageries, boat-swings, and

such like without entering into valid or written agreements. On the occasion of any dispute these men are dismissed, and left behind up the country, and walk in a state of semi-starvation to the nearest Consulate for relief and a passage home. Some scheme might possibly be devised for giving greater publicity to the very necessary precaution for governesses, servants, and others to have written engagements before coming abroad.

English residents to register at the Mairie.

Latterly English families have been startled by the appearance of two "agents de police" at the door of their abodes, who inform them that not having—in their ignorance—registered their names at the Mairie on taking up their residence in a French town they must accompany them to the Hotel de Ville to do so. Few English are probably aware of this regulation, which applies equally to persons of any nationality who take up their abode in a French town with the intention of residing there. It appears desirable that due attention should also be directed to this rule.

Sport: International polo. Races. Lawn tennis.

As Dieppe is not only a commercial port but also a "ville de plaisance" in summer, I might, in the interest of sport, and of English breeders and owners of horses and dogs generally, intimate that international polo matches will take place here about the period of the races in August, for which annually many English racehorses are entered. The new course, with its straight run, in which it is now unrivalled, was inaugurated last August, and gave universal satisfaction, and it is on the "Emerald Esplanade" by the sea that the Dieppe Lawn Tennis Club has its attractive locale.

Field trials.

The "Société de 'Field Trials' de Normandie" held a very successful meeting at Dieppe last March, at which liberal prizes were offered, and wherein some of the most celebrated sporting dogs from England took part.

The number of hounds, sporting dogs, and other species imported from England in 1892 was 190.

Results of the harvest.

With regard to the harvest in the arrondissement of Dieppe I have gathered the following information from reliable sources.

Wheat, fairly good quality, although the sun slightly hastened it to maturity.

Rye also fairly good.

Barley of good quality.

Oats of good quality.

Trefoil, sainfoin, and lucerne medium crop, but of good quality.

Beetroot, good yield.

Colza, excellent crop.

Apples, abundant crop. The results exceeded all expectations.

Potatoes, good crop and of good quality.

Foot-and-mouth disease.

This district has not, unfortunately, escaped a visitation of foot-and-mouth disease, though the malady has not been severe. It is said to be diminishing.

British shipmasters, when engaging crews, continue to give the preference to Norwegians, Swedes, Danes, Finns, and Germans over Englishmen, on account of their greater sobriety, civility, contentment with scale of provisions, and general good conduct.

Captains also, I find, appreciate more than ever, and ask for, the most recent copies of that useful publication issued monthly by the Board of Trade, entitled "Notices to Mariners" for foreign going ships, containing information from all parts of the world relating to lights, buoys, foghorns, rocks, reefs, or to any newly discovered danger to navigation, and of the intended establishment, alteration, or removal of any sea mark.

Appreciation by British shipmasters of the publication issued by the Board of Trade entitled "Notices to Mariners."

Annex A.—Return of all Shipping at the Port of Dieppe in the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.		Total Number of Crews.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British	22	4,015	401	171,118	423	175,133	5,714
Passenger steamers of the London Brighton and South Coast Railway Company ...	...	...	435	135,963	435	135,963	10,882
French passenger and cargo steamers, Dieppe and Newhaven ...	...	...	461	52,317	461	52,317	7,790
Steamers of French Company, Dieppe and Grimsby ...	...	...	136	33,565	136	33,565	2,028
French	81	9,516	15	6,372	96	15,888	638
Norwegian	29	9,720	14	5,814	43	15,534	484
Swedish	4	1,426	34	13,017	38	14,443	499
Danish	12	1,673	5	3,991	17	5,664	167
German	3	885	10	5,843	13	6,728	187
Russian	7	2,649	...	...	7	2,649	72
Dutch	1	96	2	879	3	975	39
Belgian	...	...	2	804	2	804	28
Austrian	1	479	1	787	2	1,266	35
Argentine	1	576	...	...	1	576	12
Italian	1	330	...	...	1	330	10
Total	162	31,365	1,516	430,470	1,678	461,835	28,585
,, for the year preceding ...	132	42,703	1,559	478,836	1,691	521,541	29,653

Note.—Of the foregoing, 25 British vessels of 20,905 tons register brought cargoes in the indirect trade.

CLEARED.

Nationality.	Sailing.		Steam.		Total.		Total Number of Crews.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
British	22	4,015	400	170,536	422	174,551	5,697
Passenger steamers of the London Brighton and South Coast Railway Company ...	...	...	435	135,963	435	135,963	10,882
French passenger and cargo steamers, Dieppe and Newhaven ...	...	...	461	52,317	461	52,317	7,790
Steamers of French Company, Dieppe and Grimsby ...	...	...	136	33,565	136	33,565	2,028
French	81	9,516	15	6,372	96	15,888	638
Norwegian	29	9,720	14	5,814	43	15,534	484
Swedish	4	1,426	34	13,017	38	14,443	499
Danish	12	1,673	5	3,991	17	5,664	167
German	3	885	10	5,843	13	6,728	187
Russian	7	2,649	...	...	7	2,649	72
Dutch	1	96	2	879	3	975	39
Belgian	...	...	2	804	2	804	28
Austrian	1	479	1	787	2	1,266	35
Argentine	1	576	...	...	1	576	12
Italian	1	330	...	...	1	330	10
Total	162	31,365	1,515	429,888	1,677	461,253	28,563

Annex B.—RETURN of British Vessels Entering the Undermentioned Ports in this Vice-Consular District during the Years 1891–92.

Port.		1891.		1892.	
		Number of Vessels.	Tons.*	Number of Vessels.	Tons.*
Tréport... ...	Sailing ...	32	...	253	...
	Steam ...	235	...		
Eu	Sailing	...†	...	4	...
	Steam				
Total	...	267	...	257	...

* No return of tonnage received.
† The number of the above vessels which went up to Eu is not obtainable this year.

Annex C.—RETURN of the Principal Articles of Import to Dieppe and the Undermentioned Ports within this Vice-Consular District during the Years 1891–92.

Ports.	1891.					1892.				
	General Merchandise.	Coals.	Timber.	Iron.	Petroleum.	General Merchandise.	Coals.	Timber.	Iron.	Petroleum.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Dieppe	23,346*	392,027	139,479	4,634	4,714	18,094†	277,803	76,872	4,490	4,025
Tréport	..	17,822	3,000	1,473	..	15,500‡	13,316	2,588	1,943	..
Eu	..	3,508	3,090	..	..	..	1,721	1,160	..	..
Total	23,346	413,357	145,569	6,107	4,714	33,594	292,845	80,620	6,433	4,025

* Imported by the steamers of the London Brighton and South Coast Railway Company.
† Imported by the steamers between Newhaven and Dieppe.
‡ Imported by the steamers between Grimsby and Dieppe.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1487)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1175.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF SAIGON.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1057.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—62.] *Price One Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Offices at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hioga	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.

No. 1175.

Reference to previous Report, Annual Series No. 1057

FRANCE.

SAIGON.

Consul Tremlett to the Earl of Rosebery.

My Lord, *Saigon, February* 15, 1893.

I HAVE the honour to transmit to your Lordship my Annual Report upon the Trade, Commerce, and Navigation of Saigon and Indo-China for the year 1892.

I have, &c.
(Signed) C. F. TREMLETT.

Report on the Trade, Commerce, and Navigation of Saigon for the Year 1892.

ABSTRACT of Contents.

	PAGE
Tonkin	1
Annam	2
Cambodia	2
Cochin-China	2
Exports	2
Exchange	3
Shipping	4
Imports	5
General	6

TONKIN.

The almost daily reports of collisions in the interior, and the recent attack upon the Hongay coal mines, point to a state of great insecurity.

ANNAM.

There is not much to say about this province, it is not particularly interesting, and if the Court at Hue is quiet, little is said of its affairs.

CAMBODIA.

Has been quiet; considerable improvements have been carried out in the city of Phnum-penh and its vicinity, and the burnt district has been rebuilt with superior structures.

COCHIN-CHINA.

The year under review has been a fairly prosperous one as regards foreign merchants who have done a large European business, as will be seen below; prices were dear throughout, and ranged from 1 dol. 68 c. to 2 dol. 4 c. per picul.

Exports.

The following table will show that the export of rice amounted to 9,085,700 piculs, equal to 540,815 tons, an increase upon the export of 1891 of 2,787,100 piculs, or 165,934 tons; the average price first cost in gunnies for "cargo" may be put at 1 dol. 88 c. per picul, equal to about 4*s.* 6*d.* per cwt., which is high:—

	Quantity.	Value.	
		Currency.	Sterling.
	Piculs.	Dollars.	£
Cargo	6,050,099	9,590,000	1,350,000
White	1,624,865	4,000,000	567,000
Paddy	1,410,736	2,000,000	284,000
Total	9,085,700	15,500,000	2,201,000

STATEMENT of Rice Exports for the Year 1892.

Countries.	Ports.	Quantity.	Total.
		Piculs.	Piculs.
China	Hong-Kong	..	3,876,000
Philippines	Manila	495,300	
	Iloilo	238,500	
	Cebu	34,200	
			768,000
Straits	Singapore	..	1,452,100
Java	Batavia	19,700	
	Sourabaya	46,500	
			66,200
British America ..	Victoria	..	21,500
Reunion	..	..	26,500
New Caledonia	..	..	8,800
Europe	F.O.	..	2,866,600
Total	..	..	9,085,700

Regarding the crop now being harvested, it may be said with confidence that it will be the largest ever known, the weather having been almost perfect throughout the growing season and the average under cultivation being larger than ever before; nothing can harm it now, except wet weather, which is almost unknown here at this time of year.

TABLE showing Quantity and Value of Articles of Export.

Articles.	Quantity.	Value.	
		Currency.	Sterling.
	Piculs.	Dollars.	£
Gamboge	251	17,600	2,500
Fish	223,464	1,340,800	188,700
Isinglass	381	57,100	8,100
Hides	9,098	136,470	19,500
Coprah	14,048	59,700	8,500
Cotton	46,724	280,300	40,000
Pepper	18,757	412,700	60,000
Silk	1,253	313,300	44,700
Salt	133,080	19,900	27,400
Cardamoms	109	16,400	2,400
Cocoanut-oil	639	4,500	640
Wood	7,625	23,000	3,300
Rice flour	503,501	202,000	30,000
Beans	39,080	98,000	14,000

Exchange.

There is nothing to note beyond its steady downward course. Rates have ruled as under—

Description.	Date.	From—	To—
London Bank Bills ..	Demand	3*s.* 1¾*d.*	2*s.* 8⅝*d.*
Private Bills.. ..	3 months	3*s.* 2¼*d.*	2*s.* 9⅛*d.*
Hong-Kong Bills ..	Demand	¼ % premium	⅜ % discount
Private Bills.. ..	15 days	3 % discount	1¼ % discount
Singapore Bank Bills ..	Demand	¼ % premium	Par
Private Bills.. ..	30 days	2¾ % discount	1¼ % discount
Manila Bills	30 days	1½ % premium	1⅛ % premium
Japan Bills	30 days	3 % premium	2 % discount
Java Bills	30 days	207 florins	172 florins

The official dollar rate closed at 3 fr. 45 c.

The Banque de l'Indo-Chine issued one dollar notes towards the end of the year, which are of much convenience.

Bullion.

	Amount.
	Dollars.
Coin imports	2,300,000
,, exports	95,000

Shipping and Navigation.

The number of vessels of all nations which cleared from Saigon during the year 1892 was 371, of 407,366 tons, to these are added, as usual, the steamers of the Messageries Maritimes, the Bangkok boat, and the steamers of the Compagnie Nationale, which augment the amount of French tonnage, and contribute more or less (especially the last-named) to the trade of the port; still this is only a port of call for the former line, the second takes or brings little or nothing, and the third is occupied principally upon Government business, transport of troops, stores, &c.; these swell the total tonnage to 521 vessels, of 632,700 tons.

Tonnage under the British flag amounted to 155 vessels, of 194,581 tons; the proportion to the total tonnage was about one half, the same as last year; the average tonnage of British vessels was 1,289, that of the total tonnage 1,098 tons.

STATEMENT of British Shipping Entered.

Class.	Number of Vessels.	Tons.	Crews.
Steam	142	192,358	5,604
Sailing	13	2,223	350
Total	155	194,581	5,954

CLASSED according to Nationalities.

Nationality.	Steam.	Tons.	Sail.	Tons.	Total.	Tons.
American	...	...	1	1,823	1	1,823
British	142	192,358	13	2,223	155	194,581
Danish	1	392	...	...	1	392
Dutch	9	7,658	...	...	9	7,658
French	1	1,645	2	1,601	3	3,246
German	150	145,320	10	16,834	160	162,154
Italian	3	2,281	1	848	4	3,129
Japanese	3	4,924	...	...	3	4,924
Norwegian	10	13,203	2	2,489	12	15,692
Spanish	23	13,767	...	...	23	13,767
Total	342	381,548	29	25,818	371	407,366
Messageries Maritimes	117	161,873	...	...	117	161,873
Compagnie Nationale	21	61,097	...	...	21	61,097
Compagnie Nantaise	12	2,364	...	...	12	2,364
Grand total ...	492	606,882	29	25,818	521	632,700

Rates of freight ranged as under :—

	Per Picul.	
	From—	To—
	Cents.	Cents.
Hong-Kong	6	15
Manila	18	25
Singapore	9	14

The removal of the Coral Bank is progressing rapidly, and will be entirely cleared away by another 6 months.

Imports.

As I am obliged to note each year, no statistics can be obtained until after some months. The tariff has been remodelled and a copy is attached.* Duties upon British piece-goods are higher again for same qualities.

The import of coals has been small this year, owing to the fact that stocks had accumulated and sales fallen off; prices remained steady at 12 dol. (1*l.* 14*s.*) for Cardiff and 8 dol. 50 c. (1*l.* 4*s.*) for Japan; arrivals to Government and private hands were 2,600 tons. Coals.

Has not appeared in this market as yet, so I can give no opinion upon its merits; considerable quantities have been sent to Hong-Kong. Tonkin coal.

Arrivals were 441,406 cases. Petrol.

Arrivals were 11,600 casks. Cement.

* Forwarded to Board of Trade.

General.

Hospital fees have been materially reduced, and are now as follows:—

Description.		Amount.
		Francs.
Foreign officers	Per day ..	6
„ seamen..	„ ..	4½
Cost of burial	..	31

Finance. The Governor-General stated in his address to the Colonial Council at its opening that the payment exacted from the colony for Tonkin would be reduced to 5,000,000 fr., which is in itself a great relief.

The Meikong Valley question continues to occupy the attention of newspapers, but there has been no fresh action.

Population. No census has been taken lately, but there is no reason to suppose that any remarkable change has taken place.

Public works. The new post and telegraph building was opened during July.

Telephones. Communication is general all over the city and with Cholon, and is of great utility.

Railways. That to Mytho (50 miles) is still in Government hands, and carries little besides passengers; the steam railway to Cholon continues to accommodate a vast number of people daily, and has been supplemented by the steam tramway, formerly in use at the Paris Exhibition.

Hotels. The Hotel de l'Universe, an old-established affair, continues a prosperous career, but is sadly in need of reconstruction upon a more comfortable basis, and is also in want of sundry common requisites for the convenience of travellers. The Hotel Continental, situated in the Rue Catinat, the principal street of Saigon, was opened in December; like others, its cuisine leaves little to be desired, but the same remarks apply as to other matters.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1492)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1177.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF BREST.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1039.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—64.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
1057.	Saigon	1d.	1117.	Palermo	2½d.
1058.	Port-au-Prince	1d.	1118.	Tokio	1½d.
1059.	Trebizond	1d.	1119.	St. Petersburg	3d.
1060.	Barcelona	1½d.	1120.	Teneriffe	1d.
1061.	Tainan	1d.	1121.	Damascus	1d.
1062.	Smyrna	1½d.	1122.	Naples	2d.
1063.	Old Calabar	½d.	1123.	Hakodate	1d.
1064.	Samoa	½d.	1124.	Montevideo	2½d.
1065.	Tahiti	1d.	1125.	Stockholm	1½d.
1066.	Chefoo	6d.	1126.	Dantzig	2d.
1067.	Gothenburg	2d.	1127.	The Hague	1½d.
1068.	Buenos Ayres	1½d.	1128.	Odessa	1d.
1069.	Loanda	1½d.	1129.	Berne	1½d.
1070.	Guatemala	1d.	1130.	Malaga	3d.
1071.	Zanzibar	1d.	1131.	Rome	2½d.
1072.	Charleston	2½d.	1132.	St. Jago de Cuba	4½d.
1073.	Nice	1d.	1133.	Munich	1½d.
1074.	Caracas	1d.	1134.	Meshed	1d.
1075.	Lisbon	2d.	1135.	Guayaquil	½d.
1076.	Calais	2d.	1136.	Rio de Janeiro	4½d.
1077.	Rio Grande do Sul	5½d.	1137.	Tonga	1d.
1078.	Philadelphia	2½d.	1138.	Copenhagen	1d.
1079.	Brindisi	2d.	1139.	Tangier	1½d.
1080.	New York	2d.	1140.	Buenos Ayres	2½d.
1081.	San Francisco	1½d.	1141.	Para	1d.
1082.	Frankfort	4d.	1142.	Baghdad and Bussorah	1½d.
1083.	Hiogo	1½d.	1143.	Christiania	5½d.
1084.	Tokio	1½d.	1144.	Old Calabar	2d.
1085.	Amsterdam	1d.	1145.	Trieste	1½d.
1086.	San Francisco	3d.	1146.	Quito	1d.
1087.	Bangkok	½d.	1147.	Buenos Ayres	6d.
1088.	Söul	1½d.	1148.	Bogotá	1d.
1089.	Chiengmai	1d.	1149.	The Hague	2d.
1090.	Copenhagen	½d.	1150.	Mexico	2½d.
1091.	New Caledonia	½d.	1151.	Florence	2d.
1092.	Bushire	2d.	1152.	Calais	1d.
1093.	Tamsui	1d.	1153.	Lorenzo Marques	1½d.
1094.	Dunkirk	1d.	1154.	Patras	1d.
1095.	Port Said	1d.	1155.	Taganrog	1d.
1096.	Guatemala	½d.	1156.	Stockholm	1d.
1097.	Chungking	9d.	1157.	Washington	2d.
1098.	Nagasaki	1d.	1158.	Paris	1½d.
1099.	Constantinople	2d.	1159.	Bengazi	1d.
1100.	Buenos Ayres	½d.	1160.	Santos	2½d.
1101.	Shanghai	2d.	1161.	Buenos Ayres	1½d.
1102.	Jeddah	½d.	1162.	Nantes	1d.
1103.	Chicago	3d.	1163.	Beira	5d.
1104.	Erzeroum	½d.	1164.	Galveston	1½d.
1105.	Loanda	3d.	1165.	Berlin	1d.
1106.	Macao	½d.	1166.	Bordeaux	2½d.
1107.	Canton	1d.	1167.	Calais	2½d.
1108.	Paramaribo	1½d.	1168.	The Hague	2d.
1109.	Tunis	1½d.	1169.	Athens	1s. 0d.
1110.	Sofia	3d.	1170.	Galatz	1½d.
1111.	Brunei	1½d.	1171.	Guayaquil	1d.
1112.	Athens	2½d.	1172.	Riga	2d.
1113.	Alexandria	2d.	1173.	Trebizond	1d.
1114.	Vienna	1d.	1174.	Havre	2½d.
1115.	Stettin	2½d.	1175.	Saigon	½d.
1116.	Berne	1d.	1176.	Baltimore	1½d.

No. 1177.

Reference to previous Report, Annual Series No. 1039.

FRANCE.

BREST.

Consul Hoare to the Earl of Rosebery.

My Lord, *Brest, March* 29, 1893.

I HAVE the honour to transmit herewith my Commercial Report for the Year 1892.

I have, &c.
(Signed) W. R. HOARE.

Report on the Trade and Commerce of Brest for the Year 1892.

ABSTRACT of Contents.

	PAGE
General trade of Brest	2
British trade	2
Strawberry crop	2
Export of rags to England	2
Ponsonby Steamship Line	2
French steamship line, Lorient to Swansea	2
Projected slip at Brest	2
Improved coaling arrangements	2
Harbour works	3
Lighthouses	3
Beacons	3
Population	3
Cholera at Lorient	4
Fisheries: general result	4
Lobster fisheries	4
Galvanised wire lobster pots	4
Railways	4
Cereals	5
Cider apples	6
Primitive methods of cultivation	6
Horses	6
Freedom of district from cattle disease	6
Shipping and commerce statistics	6

Trade and Commerce.

General trade of Brest.

The total value of the imports into Brest from all countries in 1892 was 279,636*l.*; and of the exports (almost wholly to the United Kingdom), 68,684*l.*

There was an increased importation of coal of 22,000 tons, chiefly for railways, gasworks, and factories; but little coal being used here for household purposes. Of timber there was a decrease of 9,000 tons; and of wine a much less quantity was imported than in 1891, owing doubtless to the large stocks remaining on hand at the close of that year. Two or three cargoes of guano were received from England, but at present there is not much demand for it.

British trade.

The imports from Great Britain amounted to 91,620*l.*, and the exports thence to 65,984*l.*

The shipments of potatoes to the United Kingdom from Brest, as well as from Morlaix, were exceptionally large. The crop was an abundant one, its quality generally good, and prices were low. It is hoped that the demand for these and other vegetables from this district will continue as great as it has been latterly. Freights for these to Cardiff were from 6*s.* a ton to 7*s.* a ton.

Strawberry crop.

The strawberry crop, especially in the Plougastel district, was very plentiful, but much of the fruit was of inferior quality, and the demand for export was comparatively limited.

Export of rags to England.

Advantage was promptly taken by rag merchants of the recent order of the English Local Government Board permitting, for a certain period and under certain conditions, the passing of rags through the custom-houses without being disinfected. Some thousands of bales were shipped hence to England within the prescribed time.

Discontinuance of Ponsonby Steamship Line.

It was hoped that the Ponsonby line of steamers, which commenced running last spring between Cardiff and Plymouth, and Loctudy and Brest, would have proved a success; but the expectation, unfortunately, was not realised, it being found, after an experience of a few months, that the freight receipts were insufficient to warrant a continuance of the service.

Proposed French steamship line from Lorient, &c., to Swansea.

It has since been proposed to form a French company to run a steamer or steamers between Lorient, Loctudy, Brest, and Swansea, instead of to Cardiff; and it is claimed that with proper arrangements for the collection of agricultural and other produce from the interior, the service could be made to pay. At present, however, the project remains in abeyance.

Projected slip at Brest.

The want of a proper slip at the port of commerce at Brest for the repair of large merchant vessels has long been felt. The Chamber of Commerce, which is willing to contribute a third of the cost of the work, has been in communication with the Government, and the matter is under consideration. It is hoped that the needful authority may be obtained from the Legislature before long for the construction of the slip.

Improved arrangements for coaling steamers.

Much loss of time was formerly experienced by steamers putting into Brest for coal in obtaining a supply; but under pre-

sent arrangements they can be furnished with it without unreasonable delay, and at a fair price.

Shipping and Navigation.

Harbour works.

The construction of the Vauban quay at Port de Palais (Belle Isle), commenced in 1891, is being proceeded with.

A turning bridge is being constructed at Légué across the shipping basin to facilitate transit between the two shores. The channel to the basin is also being improved.

Lighthouses, &c.

In the ensuing summer three new lighthouses are to be established in the Chenal du Four and its southern approaches; one being at Trézien, one at Corsen, and a third, a supplementary light, at St. Mathieu.

Two turret lights have been provided at Port Tudy (Ile de Groix), Morbihan.

The fixed light of La Teigneuse has been replaced by a red flash-light.

The siren in the lighthouse of Belle Isle has been completed and in working order for some time.

Beacons, &c.

A white turret has been established on Oienure rock to better indicate the Laistel Channel in approaching Paimpol.

A wall about 16 ft. high and 10 ft. broad has been built on the site of the old manor of Rivelin, as a leading mark to the port of Kéritry-Penmarch; and a black beacon has also been placed on Le Raguen rock, lying about 2 miles S.E. from the port of Kéritry.

A turret has also been erected on the Menhir rock near Penmarch.

Population and Industries.—Health.

Finistère, Côtes du Nord, and Morbihan.

The population of Finistère, Côtes du Nord, and Morbihan, according to the last published official statistics, 1891, was as follows:—

	Population.
	Number.
Finistère	727,012
Côtes du Nord	618,652
Morbihan	544,570

Vital Statistics.

	Births.	Deaths.	Marriages.
	Number.	Number.	Number.
Finistère	23,860	18,914	5,274
Côtes du Nord	16,888	14,983	4,529
Morbihan	15,735	12,994	4,028

Cholera at Lorient.

There was unfortunately an outbreak of cholera at Lorient and in its vicinity early in November last, which continued in an epidemic form for 3 months, causing considerable mortality; and the disease has recently again manifested itself in the locality. The Departments of Finistère and Côtes du Nord appear, however, so far, to have been altogether free from it.

Fisheries.

Fisheries: general result of year's operations.

Operations during the past year seem to have been remunerative, the take of most kinds of fish being above the average, and realising good prices. Sardines and whiting especially were plentiful.

Lobsters in the local markets continue dear, owing to the large and increasing demand for them from the interior.

Lobster fisheries.

The best lobster fisheries in the Maritime Arrondissement of Finistère are at Camaret, Quimper, Abervrach, Binic, Conquet, and Audierne. The annual value of these fisheries is about 60,000*l.* Those in the Maritime Arrondissement of Lorient are at Auray, Lorient, Noirmoutier, Groix, and La Croix, and their yearly value is about 50,000*l.*

Proposed trial of galvanised wire lobster pots.

A trial is about to be made by the fishermen of Lannion of lobster pots, or traps, made of galvanised iron wire, which, from their greater durability, it is thought could be advantageously substituted for the osier pots now in common use along the coasts. The Government has made a grant of money to the fishermen for the purpose.

Public Works.

Railways.

As will be seen from the following summary, much progress is being made in opening up and developing the agricultural and other resources of country districts in Brittany by means of railways.

Finistère.

Finistère.

The construction of the line from Brest to Ploudelmézeau is rapidly approaching completion. Considerable progress has been made in the building of the terminus (which adjoins, and is connected with that of the Chemin de fer de l'Ouest) at Brest, and it is expected that the line will be opened for traffic in the course of a few months. Delays have occurred in the arrangements for the acquisition of lands in the Ploudelmézeau section, or it would have been opened earlier.

Work on the projected lines from Brest to Llanilis, and from Landerneau to Lesneven and Plouéour-Tréz, will be proceeded with so soon as the purchase of land shall have been completed.

The concession for the construction of the narrow-gauge line from Douarnenez to Audierne has been given, but work has not yet been commenced.

A narrow-gauge line is under construction from Carhaix, the terminus of the Morlaix and Carhaix line, to Rosporden (Morbihan). At present work is confined to the Carhaix side, the precise route of the line in the Rosporden section not having yet been determined. When this line is completed Lorient will possess another and more direct railway communication with Morlaix.

Côtes du Nord.

Work on the new lines from Guingamp to Paimpol, and from Guingamp to Carhaix, are being actively proceeded with. Côtes du Nord.

It is proposed to make an extension to connect the Morlaix station with the port, which will afford a much-needed accommodation to the commerce of the place.

Morbihan.

It has been decided to proceed as early as possible with the construction of the undermentioned light railways in this department:—One from Plouay to Plourmel, by Baud and Locminé; one from La Roche-Bernand to Locminé by Vannes; and one from Lorient to Gourin by Plouay. The length of these lines altogether will be about 250 kiloms. Morbihan.

Agriculture.

Tables showing the quantity of cereals produced in the three departments of this Consular district are appended hereto.

Finistère.

The cereal crops in 1892 aggregated somewhat less than in the previous year. Wheat fell off a little, oats still more so, but the rye and barley crops were above the average. The total crop of all kinds of grain in 1892 was, in round numbers, 1,200,000 quarters, compared with 1,300,000 quarters in 1891. Cereals.

Côtes du Nord.

In this department there was a decrease of about 30 per cent. in the total yield, the largest deficiency being in oats. The whole crop in 1892 was 1,330,000 quarters, and in the previous year 1,960,000 quarters.

Morbihan.

The yield of grain of all kinds was 727,000 quarters, barley being about 50 per cent. of the full crop.

Cider apples.

The crop of cider apples in the Côtes du Nord was unusually good, the best indeed for many years. In Finistère and Morbihan, though less favourable, it was also much above the average. The quality of the fruit, however, varied considerably in different districts.

In the Côtes du Nord there was an increase of nearly 23,000,000 gallons in the quantity of cider made, with a corresponding reduction in price, which was a boon to the agricultural population, whose principal beverage it is.

Primitive methods of cultivating and harvesting.

The Brittany peasants still adhere to primitive methods of working the land and harvesting. Either from poverty, or, as may be in many cases, to a dislike to spend any portion of their savings, they do not provide themselves with proper agricultural implements and plant by which they might considerably lighten their toil and get a better return from their land. They seem content to work on in the old way, but their thriftiness and industry are proverbial, and there are few who have not something, however small, put by as a provision against sickness or old age.

Horses.

Much attention is given to improving the breed of horses. The frequent horse shows in different parts of the country, with substantial awards for excellence, encourage a spirit of emulation among breeders, and very satisfactory results are observable, especially in the case of draught horses.

District free from contagious cattle disease.

There appears to have been no disease of a contagious character among cattle in this district during the past year.

Shipping and commerce statistics.

Tabular statements of the shipping and commerce, &c., of Finistère, Côtes du Nord, and Morbihan, according to the customs official statistics, are subjoined.

QUANTITY of Cereals in the Departments of Finistère, Côtes du Nord, and Morbihan, for the Years 1892–91.

Articles.	Finistère.		Côtes du Nord.		Morbihan.	
	1892.	1891.	1892.	1891.	1892.	1891.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat	328,320	342,365	474,220	584,136	186,732	...
Meslin	33,858	43,150	51,300	36,258	2,052	...
Rye	229,058	200,000	47,880	178,011	342	...
Barley	177,840	140,323	173,050	181,240	377,968	...
Oats	431,062	578,270	588,200	984,940	160,056	...

RETURN of all Shipping at the Port of Brest during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	12	715	44	23,069	56	23,784
French	102	6,365	11	6,796	113	13,161
Swedish and Norwegian	9	4,492	2	1,380	11	5,872
Other countries ...	8	2,196	3	1,768	11	3,964
Total	131	13,768	60	33,013	191	46,781
,, for the year preceding ...	129	17,675	80	44,199	209	61,874

CLEARED.

Description.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	9	669	59	25,134	68	25,803
French	92	7,380	30	18,455	122	25,835
Swedish and Norwegian	6	2,730	3	1,683	9	4,413
Other countries ...	9	2,522	3	1,337	12	3,859
Total	116	13,301	95	46,609	211	59,910
,, for the year preceding ...	146	14,278	82	45,613	228	64,891

RETURN of Principal Articles of Export from Brest during the Years 1892-91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Eggs	247	9,900	..	..
Empty casks	170	1,700	1,004	10,016
Potatoes	11,000	43,700	..	..
Fruit	51	80	..	..
Other articles	923	13,304	..	..
Total	12,391	68,684	1,004	10,016

RETURN of Principal Articles of Import at Brest during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wines and spirits	Gallons	914,860	83,160	1,553,486	141,224
Coal	Tons	60,541	86,000	38,316	53,602
Timber	,,	16,168	32,330	25,358	60,845
Wheat	,,	...	...	529	4,236
Bran	,,	...	...	146	350
Vegetable tar	,,	237	949	330	1,322
Lobster and fish	,,	286	20,230	360	19,930
Cast iron	,,	...	...	15	240
Other articles	,,	8,320	56,969	1,522	22,192
Total	Gallons	914,860	279,638	1,553,486	303,941
,,	Tons	85,552		66,576	

TABLE showing the Total Value of all Articles Exported from and Imported to Brest from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	65,984	..	91,620	56,677
United States of America	..	..	16,100	12,586
Holland	..	..	696	981
Spain	1,700	10,016	65,068	178,074
Italy	..	..	39,124	..
Other countries	1,000	..	67,030	49,835
Total	68,684	10,016	279,638	298,153

RETURN of all Shipping at the Port of Morlaix during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	33	2,033	2	384	35	2,417
French	22	1,614	...	...	22	1,614
Swedish and Norwegian	7	1,827	1	357	8	2,184
Other countries	4	870	2	801	6	1,671
Total	66	6,344	5	1,542	71	7,886
,, for the year preceding	51	8,138	3	891	54	8,979

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	24	2,149	2	384	26	2,533
French	13	1,097	...	...	13	1,097
Swedish and Norwegian	5	1,386	1	357	6	1,743
Other countries ...	6	1,406	2	801	8	2,207
Total	48	6,038	5	1,542	53	7,580
,, for the year preceding ...	37	6,799	3	812	40	7,611

RETURN of Principal Articles of Import to Morlaix during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wines and spirits	Gallons ...	...	...	2,480	1 064
Coal	Tons ...	8,550	11,972	8,732	13,991
Timber	,, ...	5,223	21,000	7,874	25,017
Wheat	,, ...	...	...	1,292	12,919
Hemp	,, ...	...	...	134	930
Other articles	,, ...	607	23,463	2,408	35,008
Total	Gallons ..	...	56,435	2,480	88,929
,, ...	Tons ...	14,380		20,440	

RETURN of Principal Articles of Export from Morlaix during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Pit-props	1,160	650	1,300	1,040
Cereals	1,809	9,700	493	3,138
Potatoes	5,003	8,000	..	..
Vegetables	3,446	2,756	..	..
Other articles	151	3,090	..	..
Total	11,569	24,196	1,793	4,178

TABLE showing the Total Value of all Articles Exported from and Imported to Morlaix from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	21,300	4,178	12,200	16,447
Sweden and Norway ..	..	..	16,000	22,280
Germany	596	..	..	12,121
Russia	..	..	4,800	8,406
Other countries ..	2,300	..	23,435	29,675
Total	24,196	4,178	56,435	88,929

RETURN of all Shipping at the Port of Le Légué (St. Brieuc) during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	120	7,433	115	8,368	235	15,801
French	266	10,595	75	7,035	341	17,630
Danish	18	2,865	...	...	18	2,865
Norwegian	7	1,386	...	...	7	1,386
Total	411	22,279	190	15,403	601	37,682
,, for the year preceding ...	677	36,556	95	5,744	772	42,300

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	122	7,517	116	8,532	238	16,049
French	273	10,543	75	7,035	348	17,578
Danish	20	3,043	...	...	20	3,043
Norwegian	8	1,618	...	...	8	1,618
Tota	423	22,721	191	15,567	614	38,288
,, for the year preceding ...	669	34,707	100	6,802	769	41,509

TABLE showing Quantity and Value of the Principal Articles of Export from Le Légué (St. Brieuc) during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
Various..	Tons. 19,523	£ 143,016	Tons. 20,013	£ 116,144

TABLE showing Quantity and Value of the Principal Articles of Import to Le Légué (St. Brieuc) during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
Various..	Tons. 29,063	£ 74,388	Tons. 27,071	£ 66,662

RETURN of all Shipping at the Port of Lorient during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	216	4	1,857	5	2,073
French	46	5,424	1	1,029	47	6,453
Swedish and Norwegian	9	1,369	2	726	11	2,095
Other countries ...	2	292	1	401	3	693
Total	58	7,301	8	4,013	66	11,314
,, for the year preceding ...	79	12,298	9	4,427	88	16,725

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	5	2,325	5	2,325
French	54	6,626	6	4,525	60	11,151
Swedish and Norwegian	1	116	2	558	3	674
Other countries ...	3	510	1	401	4	911
Total	58	7,252	14	7,809	72	15,061
,, for the year preceding ...	114	16,971	9	4,193	123	21,164

RETURN of Principal Articles of Import to Lorient during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Gallons ...	...	...	103,400	5,646
Coal	Tons ...	12,774	12,774	12,590	20,174
Timber	,, ...	658	1,752	7,561	35,665
Cod roes	,, ...	1,715	4,000	766	22,980
Olive oil	,, ...	227	13,680	126	7,056
Sardines	,, ...	66	4,000	183	10,950
Other articles	,, ...	895	3,940	726	5,036
Total	Gallons ...	...	40,146	103,400	107,507
,, ...	Tons ...	16,335		21,952	

RETURN of Principal Articles of Export from Lorient during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wine and spirits ..	..	200	..	148
Pit-props and timber ..	8,552	6,276	6,700	4,288
Tin-plates and lead ..	..	816	..	312
Olive oil	..	..	5	350
Preserved vegetables ..	150	5,424	122	5,360
Rye	1,929	10,808	..	..
Other articles	271	1,750	1,272	10,171
Total	..	25,274	..	20,629

TABLE showing the Total Value of all Articles Exported from, and Imported to Lorient from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	20,000	4,600	40,000	25,204
Sweden and Norway ..	520	1,850	53,000	48,608
Spain and Portugal ..	1,600	4,014	6,000	12,364
Other countries ..	24,400	10,165	15,000	21,331
Total	46,520	20,629	114,000	107,507

(75 4 | 93—H & S 1504)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1180.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEARS 1891-92

ON THE

TRADE OF ALGERIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1043.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited. 104, Grafton Street, Dublin.

1893.

[C. 6855—67.] *Price Twopence Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1007.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.

No. 1180.

Reference to previous Report, Annual Series No. 1043.

FRANCE.

ALGIERS.

Consul-General Playfair to the Earl of Rosebery.

My Lord, *Algiers, March* 22, 1893.

I HAVE the honour to forward my Annual Report on the Trade and Navigation of Algeria for the Years 1891–92.

I have, &c.

(Signed) R. LAMBERT PLAYFAIR.

Report on the Trade and Navigation of Algeria for the Years 1891–92.

ABSTRACT of Contents.

	PAGE
Data	1
Budget	3
Exports and imports of Algeria generally	4
Population	16
Railways	19
Duty on spirits	19
Shipping and trade at the various ports	20

Data. In my last report I stated that a Commission of Inquiry had been appointed by the Senate to study in detail the actual condition of the colony and the reforms that might be advisable. A series of reports has already appeared, and more will probably follow in due course. They are of great interest, and though they have not escaped severe criticism, they contain a mass of valuable information regarding the past history and present condition of the colony.

Those which have come under my notice are as follows :—

1. Commission d'Étude des Questions Algériennes—Dépositions du 1 Mai au 20 Juillet 1891.

This contains the testimony of all the best authorities

from the Governor-General downwards, regarding the history manners, customs, resources and wants of Algeria.

The Governor-General, in his deposition, gives a succinct and instructive résumé of the various attempts at Government which have been made since the Conquest. As soon as Maréchal Clauzel had replaced the conqueror of Algiers, Maréchal Bourmont, in 1831, M. Casimir Périer determined to create a Civil Government. M. Pichon was sent as Intendant Civil under the direct control of the President of the Council; but dissensions speedily arose between the civil and military authorities, and a Commission, composed of peers and deputies, was sent to Algiers to ascertain whether it might not be possible to modify the existing organisation. The result was an ordinance published in 1835 placing the Governor-General under the Ministry of War.

In 1838, just as Maréchal Vallée arrived to assume the Government, a new ordinance was issued binding Algeria more firmly than ever to the Ministry of War.

Then came the ordinance of 1845, many of the provisions of which are still in force, notably the Council of Government, of which Maréchal Bugeaud complained so bitterly as unduly restricting his power.

In 1848 Algeria was formally attached to France, but this did not last long, and in 1851 new inquiries and studies were set on foot. Sundry propositions were made, one of which was the creation of a Special Ministry in Paris, represented in Algeria by provincial Governors; another was to attach Algeria to the Ministry of War. Finally, it was resolved to maintain the existing organisation, but to submit all details to the competent Ministries in France.

Things thus continued till 1858, when a Ministry for Algeria was created in Paris under Prince Napoleon; it proved a lamentable failure, and in 1860 the old system was resumed of having a Governor-General with a Council, and to this office Maréchal Pélissier was appointed.

He was succeeded by Maréchal de MacMahon, a purely military Governor, during whose time the préfets of departments were strictly subordinate to the generals of divisions.

After the great disasters which befel the colony in 1867 an inquiry was entrusted to M. Le Hon, and a Commission appointed to inquire into the best method of governing the country. M. Béhic, who drew up the report, proposed the creation of a Minister resident at Algiers, assisted by an elected assembly, which should vote the special budget of the colony.

Before this could be done the Franco-Prussian war broke out. A series of Governors, more or less civil, were sent—Admiral de Gueydon, General Chanzy, M. Albert Grévy, and M. Tirman. It was during M. Grévy's Government that the system known as "rattachements" took place, which virtually deprived the Governor-General of all real power and led to the troubles and difficulties which necessitated the present inquiry.

2. The second report is that by M. Combes, Sénateur, on the

primary instruction of natives, which he believes to be the best means of making them "French." He advocates the opening of from 60 to 120 new schools every year.

3. A report embodying the opinion of M. Nelson-Chérico on the Bank of Algeria.

4. A most important document by M. Jules Ferry containing an account of the different systems of Government through which the colony has passed since the Conquest. The result at which he arrives, is the necessity of having a Governor-General with powers sufficient to command and to enforce obedience. M. Ferry says with great truth, "What is special to Algeria is the peculiar character of the French colonist, who considers it an act of civic virtue to leave his native land, and who regards the mother country less as a benefactrice (for sending him forth) than as one under an obligation to him (for leaving it)."

5. A report by M. Clamageran on the fiscal régime of Algeria. He gives an explanation of the system of taxation; he explains the two categories of taxes, one which existed before the French conquest, and which is only applicable to natives. The other, of French origin, affecting both European and natives, though in different degrees (see my agricultural report for the present year).

6. A report on the "régime forestier" of Algeria by M. Jules Guichard. All that can be said regarding the forests of Algeria is condensed in the pages of this excellent work. Like M. Jules Ferry he condemns the application of the French forest code to Algeria.

To these must be added the annual "Exposé de la Situation Générale de l'Algérie," presented by the Governor-General to the Conseil Supérieur, to which is added the proceedings of that body and several annexes on colonisation and education.

Budget. Not less interesting than any of the foregoing is the report by M. Jonnart on the budget of Algeria for 1893.* This, instead of being scattered through the budgets of seven ministers, has now been given in a single chapter, so that one can see at a glance the total annual expenditure of the colony. The cost incurred by the Minister of War and Marine are, however, excluded, as also is the expenditure on account of the Public Debt.

The receipts have been similarly treated.

The total estimates for 1893 are—

Description.	Amount.
	Francs.
Civil expenses	64,948,129
Civil receipts	48,855,020

The actual ordinary receipts of Algeria are steadily increasing; the mean annual increase from 1870 to 1891 has been 1,200,000 fr.

* Journ. Off. Doc. Parliam. (Chamber), Annexe No. 2315, 1892, p. 1,818. The discussion on it took place in 1893, l.c. Nos. 37 and 38, Feb. 7 and 8.

In 1870 they were 14,541,741 fr., and in 1891 they amounted to 40,784,900 fr. The above-mentioned estimated expenditure does not include all the payments made by France for Algeria. There are other sums, such as payments made to several companies and postal subventions.

It is evident that Algeria will not be able for many years to meet entirely the expenses of its own budget.

Exports and imports for 1891-92.

The following tables, B and C, give the exports from and imports into Algeria during the years 1891 and 1892. The articles in the former category which show a great increase are wool, dry vegetables, potatoes, fresh and dry fruit, tobacco, olive oil, alfa grass, vegetable horsehair, forage and bran, and most especially wine and alcohol.

Those in which there is a diminution are cattle and sheep, hides, fish, cereals of all kinds, cork, tan bark, rags and iron ore.

Of imports there is an increase in lard, dry fruit, sugar, chestnuts and pottery; and a decrease in salt meat, cheese, potatoes, dry vegetables, sugar, coffee, tobacco, olive oil, oil seed, building materials, mineral oil, wine, liqueur and alcohol, tissues of all kinds, paper, hides, machinery, metal work and sparterie. The most satisfactory feature, as far as colonial prosperity is concerned, shown by these tables is the immense increase in the exportation and the corresponding decrease in the importation of wines and spirits. Algeria now supplies itself to a great extent with these articles and can spare a large quantity for export. On the other hand the decreased importation of tissues is a regrettable symptom of poverty.

The question of the production of wine in Algeria has already been gone into at some length in my agricultural report for this year. I will only add the statistics of the exportation to France and other countries during 1891—

TABLE A.

Destination.	Hectolitres.	Imperial Gallons.
France	1,861,456	40,951,032
Denmark	753	16,566
Germany	9,413	207,086
Holland	5,665	124,630
Belgium	6,243	137,346
Great Britain	840	18,480
British possessions..	217	4,774
Spain	237	5,214
Egypt	205	4,510
Morocco	368	8,096
Tunis	4,994	109,868
Other countries	215	4,730

Table B.—Exports from Algeria during the Years 1891-92.

Description of Goods.		Imports.		Difference.	
		1891.	1892.	Increase.	Decrease.
Horses, asses, and mules	Number	3,204	3,398	194	...
Cattle and sheep	,,	1,029,789	925,984	...	103,808
Lard	Kilos.	202,078	236,048	33,970	...
Hides	,,	2,416,920	2,014,037	...	404,883
Wool	,,	5,845,494	5,948,461	102,965	...
Silk	,,	7,920	3,128	...	4,732
Beeswax	,,	47,971	31,366	...	6,605
Fish	,,	3,476,235	2,316,996	...	159,239
Coral	,,	16,428	10,609	...	5,819
Bones, horns, &c.	,,	1,259,074	1,311,494	52,420	...
Cereals—					
Wheat	Quintals	905,305	794,435	...	110,870
Maize	,,	1,786	2,815	1,029	...
Barley	,,	1,073,280	764,426	...	308,854
Oats	,,	248,485	204,758	...	43,727
Flour	,,	32,417	27,623	...	4,794
Vegetables—					
Dry	Kilos.	1,273,779	1,383,073	109,284	...
Fresh	,,	7,105,228	6,659,109	...	446,117
Potatoes	,,	4,406,558	5,132,933	726,375	...
Canary seed	,,	334,278	104,148	...	230,130
Fruit—					
Fresh	,,	13,699,148	14,619,169	920,021	...
Dry	,,	4,316,696	4,808,642	491,946	...
Oil-producing	,,	52,202	40,388	...	11,819
Tobacco—					
In leaf	,,	1,587,597	2,121,420	533,823	...
Manufactured	,,	318,932	403,175	84,243	...
Oil—					
Olive	,,	2,294,081	3,399,207	1,105,126	...
Seed	,,	11,011	9,992	...	1,019
Flax—					
Seed	,,	328,371	383,997	55,626	...
Straw	,,	21,490	...	...	21,490
Cleaned	,,	102	...	...	102
Reeds	,,	26,187	9,099	...	17,088
Alfa grass	,,	68,460,048	83,555,544	15,095,496	...
Dwarf palm leaves	,,	6,708	502	...	6,206
Crin végétal	,,	19,114,646	21,699,832	2,585,186	...
Cork	,,	12,880,315	10,564,433	...	2,315,882
Tan bark	,,	11,594,320	11,111,050	...	483,270
Forage and bran	,,	7,962,893	10,603,189	2,640,296	...
Rags	,,	1,387,507	1,100,224	...	287,283
Lead	Quintals	527	138	...	389
Iron ore	,,	4,015,434	3,894,670	...	120,764
Copper ore	,,	13,193	5,958	...	7,235
Lead ore	,,	126,107	124,959	...	1,148
Zinc ore	,,	101,996	226,814	124,818	...
Wines	Litres	214,328,836	283,491,549	69,162,713	...
Alcohol	,,	1,042,127	1,552,877	510,750	...
Prepared hides	Kilos.	110,405	124,869	14,464	...

Table C.—Imports into Algeria during the Years 1891–92.

Description of Goods.		Exports.		Difference.	
		1891.	1892.	Increase.	Decrease.
Horses, asses, and mules	Number	3,641	3,069	...	572
Cattle	,,	113,139	120,915	7,776	...
Salt meat	Kilos.	1,094,127	904,584	...	189,543
Cheese	,,	2,559,227	2,342,243	...	216,984
Butter	,,	564,737	539,553	...	25,184
Lard	,,	1,840,532	2,019,576	179,044	...
Hides, raw	,,	706,264	608,744	...	97,520
Silk	,,	31,033	30,210	...	823
Cereals—					
Wheat	Quintals	128,444	52,278	...	76,166
Maize	,,	3,099	5,006	1,907	...
Barley	,,	62 588	65,883	...	3,295
Oats	,,	170	278	108	...
Fish	,,	1,788,503	1,892,615	...	4,112
Flour	Kilos.	52,474	129,297	...	76,823
Rice	,,	3,040,650	2,923,470	117,180	...
Potatoes	,,	14,074,370	15,183,137	...	1,108,767
Vegetables, dry	,,	9,266,300	8,396,317	...	869,993
Fruit—					
Dry	,,	3,002.553	3,105,204	102,651	...
Oil-producing	,,	873,362	936,500	63,138	...
Glucose	,,	132,883	185,183	52,300	...
Sugar—					...
Raw	,,	1,906,269	2,382,927	476,658	402,907
Refined	,,	13,308,999	12,906,092	...	800,824
Coffee	,,	4,529,016	3,728,192	...	77,538
Chicory	,,	377,721	300,183	...	5,335
Tea	,,	27,903	22,568	...	31,194
Pepper	,,	283,873	202,679	...	...
Chestnuts	,,	995,931	1,104,984	109,053	4,044
Cinnamon	,,	28,490	24,446	...	...
Nutmegs and mace	,,	1,761	1,893	132	1,315
Cloves	,,	37,402	26,087	...	...
Tobacco—					447,136
Leaf	,,	2,025,089	1,577,953	...	39,000
Manufactured	,,	221,799	182,799	...	...
Oil—					709,925
Olive	,,	1,975,203	1,265,278	...	499,093
Seed	,,	5,832,476	5,333,383	...	...
Timber—					...
Rough	1,000 kilos.	13,050	15,850	2,800	22,902
Squared	,,	50,844	27,942	...	11,560,809
Building materials	Kilos.	89,802,654	78,241,845	...	58,599
Coal	Quintals	1,537,607	1,479,008	...	...
Petroleum—					657,672
Raw	Kilos.	663,198	5,526	...	306,940
Refined	,,	5,288,393	4,981,453	...	...
Wine—					1,381,983
Ordinary	Litres	11,238,203	9,846,220	...	200,580
Liqueurs	,,	1,023,139	822,559	...	4,182,960
Alcohol	,,	8,769,925	4,586,965	...	...
Beer	,,	1,433,518	1,513,593	80,071	...
Pottery	Kilos.	3,923,227	5,127,479	1,204,252	87,202
Glass and crystal	,,	4,367,653	4,280,451	...	227,848
Tissues—		865,996	636,148	...	...
Linen	,,	3,378,590	2,995,482	...	383,108
Jute	,,	10,699,268	8,689,007	...	2,010,261
Cotton	,,	818,037	704,175	...	113,862
Woollen	,,	39,624	21,707	...	17,917
Silk	,,	21,944	16,491	...	5,453
Sundry	,,	4,626,508	4,164,457	...	462,051
Paper	,,	2,002,964	1,582,780	...	420,184
Hides, prepared	,,	4,514,511	4,274,925	...	229,586
Machinery	,,	13,194,789	11,253,184	...	1,941,605
Metal work	,,	1,926,795	1,092,850	...	833,945
Sparterie	,,				

Table D.—TABLE showing the amount of Exports and Imports at the various Ports during the Years 1888–91.

Ports.	1888.		1889.		1890.		1891.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Nemours	1,967,504	5,298,706	17,938,152	5,442,684	2,604,960	450,288	811,822	665,044
Beni-Saf..	3,111,252	34,989	4,175,759	277,555	4,991,391	169,472	4,283,350	267,230
Mers-el-Kebir	800,379	890,470	448,670	481,486	134,008	568,896	38,873	512,203
Oran	65,276,359	63,954,186	51,334,249	74,574,779	72,743,281	75,080,763	60,945,940	85,771,635
Arzeu	4,922,919	2,757,182	7,824,747	3,002,215	8,980,497	2,949,660	8,746,333	3,470,091
Mostaganem	4,438,017	4,166,650	5,152,551	5,241,610	5,679,406	5,431,442	5,366,923	5,720,244
Ténès	156,467	107,884	218,910	51,793	52,843	54,153	61,760	68,551
Cherchell	179,583	28,576	20,649	42,450	9,000	99,421	22,880	129,580
Algiers	58,470,001	71,656,614	75,980,323	89,705,171	74,260,350	113,144,573	77,005,085	116,897,947
Dellys	335,722	317,539	575,095	331,237	453,212	255,845	161,093	355,295
Bougie	2,023,970	9,303,368	2,752,307	8,406,567	4,704,852	8,825,413	3,710,312	10,170,740
Djidjelly	962,079	189,217	1,553,858	358,076	1,625,406	384,606	1,084,107	890,963
Collo	1,737,570	171,670	1,735,483	162,908	1,256,159	197,403	1,012,070	280,910
Stora	780,360	87,001	472,406	20,925	815,224	32,117	428,192	41,006
Philippeville	31,416,870	27,040,718	36,576,836	30,685,342	49,957,368	33,646,125	44,672,597	45,446,278
Bône	30,837,591	22,007,829	41,964,391	18,861,635	41,159,316	19,874,081	34,539,571	21,343,353
La Calle..	1,802,928	697,965	2,732,337	968,075	3,411,676	640,476	3,387,180	654,861
Total	209,218,671	208,710,574	251,456,723	239,114,508	272,838,949	261,804,734	246,278,092	292,403,021
Equiv. in sterling £	8,368,747	8,348,423	10,058,269	9,564,580	10,913,558	10,472,189	9,851,123	11,696,120
Combined totals ..	417,929,245		490,571,231		534,643,683		538,681,113	
Equiv. in sterling £	16,717,169		19,622,849		21,385,747		21,547,243	

To this may be added the various land custom-houses, the exports and imports through which, during 1891, were :—

Table E.—VALUE of Merchandise at the various Land Custom-houses.

Custom-houses.	Exports.	Imports.
	Francs.	Francs.
Gar-Rouban	..	..
Nedromah	..	244,396
Lalla Maghnia	..	6,394,510
Constantine	..	3,610,907
Roum-es-Souk	..	29,396
Souk Ahras	..	1,163,112
Ghardimaou	350,000	8,450,000
Tebessa	..	513,404
Aïounet-ed-Diab	..	2,000
Biskra	..	3,268
El-Oued	..	69,580
Total	350,000	20,480,573
Equiv. in sterling £	14,000	819,222

Table F.—VALUE of Exports to Foreign Countries from Algeria.

Articles.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Cereals	1,500,000	8,814,292	20,542,212	1,108,420	2,835,028	9,791,496	3,581,345
Live stock	1,000,000	992 092	4.774,378	1,020,294	721,794	1,091,565	2,259.711
Tobacco, manufactured	1,400,000	1,332,551	665,700	1,230,441	975,443	1,302,328	2,202,432
Casks, empty	300,000	417,473	585,223	163,473	124,376	154,467	182,889
Cotton fabrics	400,000	1,030,939	61,087	55,090	41,097	33,806	62,484
Wool	2,100,000	175,370	477,815	315,553	126,412	38,540	88,627
Woollen fabrics	100,000	402,625	8,771	22,978	24,853	17,324	56,310
Alfa fibre	1,200,000	40,889,728	11,025,525	7,358,300	5,720,414	6,970,431	6,676,671
Coral, rough	200,000	231,000	105,994	123,505	324,475	61,268	889,903
Hides, undressed	200,000	36,503	3,742,303	306,396	345,882	643,004	1,234,333
Stallions	200,000	7,500	875,000	285,000	135,000	216,000	140,000
Tobacco, leaf	20,000	239,561	279,773	925,949	23,846	39,247	249
Hides, dressed	400,000	15,262	1,173.507	1,006,251	233,133	151,626	121,261
Linen fabrics	49,000	13,221	48,001	22,947	52,925	33,857	69,373
Forage	9,000	115,528	385,722	287,840	227,079	314,332	461,817
Wax, bees	16,000	55,032	6,763	12,856	25,408	10,947	24,796
Cork, rough	..	222,272	984,292	2,159,063	2,656,582	3,567,718	3,994,219
Iron ore	..	5,398,523	5,321,577	3,092,481	4,034,714	4,741,416	3,954,336
Lead	..	..	466,633	6,538,381	1,572,393	2,564,367	2,138,547
Copper ore	..	10,494	13,873,955	65,935	360,936	141,224	91,932
Clothing	10,000	258	824,722	144,425	650,350	261,270	274,974
Fish	..		1,411,420	1,161,002	1,259,806	1,709,872	1,014,552
Tan bark	..	818,067	1,891,063	681,932	754,385	886,453	652,497
Silk fabrics	..	..	15,100	51,712	96,113	21,552	50,130
Olive oil	201,000	5,193	44,107	6,086	9,029	11,928	69,809
Vegetable horse-hair	100,000	3,812,014	3,178,371	1,576,020	1,210,125	1,468,709	1,324,754
Potatoes and dry vegetables	100,000	1,092,349	440,102	200,514	264,148	281,882	245,397
Other articles	695,000	2,180,001	2,862,849	2,212,099	4,423,596	3,941,871	4,227,714
Total	10,200,000	68,309,459	75,572,555	33,254,943	29,229,352	40,428,500	36,142,062
Equiv. in sterling .. £	408,000	2,732,378	3,022,902	1,330,198	1,169,174	1,617,140	1,445,682

Table G.—VALUE of Imports from Foreign Countries into Algeria.

Articles.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Wine	1,900,000	1,300,000	4,000,000	2,802,925	2,119,741	1,843,672	2,320,737
Tobacco, leaf	1,600,000	2,000,000	600,000	1,596,467	1,360,609	1,591,028	2,388,309
Coffee	1,600,000	2,100,000	5,100,000	7,916,331	8,434,013	8,930,796	962,148
Cotton goods	800,000	21,300,000	6,900,000	7,227,650	6,432,425	6,453,460	6,939,422
Fruit, table	1,700,000	2,400,000	2,400,000	519,513	603,523	989,113	767,056
Sparterie	600,000	100,000	..	..	..	..	244,632
Timber	1,500,000	2,000,000	4,000,000	4,021,101	3,833,076	5,051,213	3,691,052
Woollen goods	400,000	1,400,000	700,000	1,130,841	674,216	692,808	644,077
Wool	300,000	200,000	500,000	200,022	531,045	512,960	119,440
Sugar	500,000	300,000	400,000	..	..	17,069	18,028
Tobacco, manufactured	300,000	300,000	900,000	1,039,960	792,844	905,855	1,295,556
Coal	300,000	700,000	1,700,000	1,363,858	2,840,739	2,476,614	2,315,716
Rice	300,000	600,000	1,300,000	248,368	138,200	379,461	114,518
Cereals	300,000	1,500,000	19,100,000	7,057,903	6,274,364	6,459,799	3,817,662
Leather goods	100,000	..	..	.	..	..	253,949
Pottery	200,000	..	..	..	..	..	148,449
Potatoes and dried vegetables ..	200,000	400,000	800,000	426,344	243,777	353,264	1,320,369
Hides, dressed	100,000	100,000	900,000	926,049	958,230	282,094	492,978
Silk, manufactured	200,000	300,000	400,000	322,983	763,196	1,435,158	1,409,644
Pepper	100,000	300,000	400,000	392,887	432,319	355,356	233,224
Building materials	200,000	2,100,000	200,000	47,576	32,496	43,220	42,506
Arachides	100,000	200,000	300,000	..	..	..	..
Baskets	100,000	200,000	900,000	80,072	51,606	86,544	89,653
Spirits and liquors	..	..	..	117,253	32,114	19,141	24,888
Oil, olive	100,000	1,000,000	1,900,000	1,984,342	2,583,055	1,561,833	1,178,327
Iron and steel	1,400,000	700,000	3,500,000	55,531	39,860	30,944	40,042
Cheese	..	..	..	974,554	979,161	809,662	621,893
Silk, raw	..	..	..	586,316	419,910	331,559	259,146
Rope	..	..	..	159,351	193,312	236,828	..

VALUE of Imports from Foreign Countries into Algeria—continued.

Articles.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Mercury	..	..	..	..	..	..	..
Salt meat	..	..	..	89,089	91,750	69,912	80,284
Grease	..	..	..	..	..	..	..
Nets	..	..	..	131,409	95,358	64,759	79,818
Furniture	..	..	..	..	..	..	10,330
Biscuit	..	..	..	..	..	..	..
Live stock	..	200,000	300,000	3,098,914	5,934,883	10,830,913	8,297,747
Hair, goats and horse	..	..	..	..	..	..	..
Iron and steel, manufactured.. ..	..	3,500,000	4,100,000	687,481	782,069	768,557	824,905
Leather, manufactured	..	900,000	100,000	213,203	302,026	243,296	..
Oil, seed	..	900,000	1,500,000	17,569	7,256	30,529	112,206
Machinery	500,000	200,000	2,300,000	546,667	591,762	722,185	1,028,201
Other articles	1,700,000	11,300,000	22,000,000	8,408,565	10,185,041	11,046,430	9,082,064
Total	17,000,000	58,500,000	87 200,000	54,391,844	58,754,576	65,226,032	61,929,108
Equiv. in sterling .. £	680,000	2,340,000	3,488,000	2,175,674	2,350,183	2,609,041	2,469,164

The distribution of this trade amongst the various foreign countries dealing with Algeria is shown in Table H.

Table H.—VALUE of the Trade between Algeria and other Countries from 1862–91.

IMPORTS.

Countries.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
French entrepôt	4,700,000	18,700,000	41,600,000	16,300,000	14,700,000	15,000,000	24,233,815
Sweden	700,000	800,000	1,000,000	1,000,000	1,000,000	1,636,900	1,741,371
Norway		100,000	1,300,000	100,000	300,000	334,000	
Belgium	500,000	..	800,000	200,000	300,000	320,000	510,978
Great Britain	3,000,000	22,800,000	10,700,000	8,200,000	11,200,000	10,888,000	12,060,328
Austria	700,000	1,000,000	900,000	1,800,000	1,700,000	2,089,000	1,327,481
Spain	5,000,000	6,500,000	11,900,000	8,500,000	8,200,000	7,443,000	11,922,072
Italy	700,000	2,600,000	2,700,000	2,100,000	1,100,000	1,077,000	946,134
Turkey	100,000	600,000	4,900,000	1,100,000	1,300,000	726,000	1,025,149
Egypt	..	..	..	100,000	100,000	452,000	426,137
Barbary States	1,500,000	4,300,000	4,600,000	8,600,000	15,200,000	22,075,000	18,264,180
Other countries	100,000	1,100,000	6,800,000	6,200,000	3,700,000	3,186,000	6,050,623
Total	17,000,000	58,500,000	87,200,000	54,400,000	58,800,000	65,226,000	78,508,268
Equiv. in sterling .. £	680,000	2,340,000	3,488,000	2,160,000	2,352,000	2,609,040	..

TABLE I.

EXPORTS.

Countries.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Belgium		1,700,000	1,700,000	8,100,000	2,800,000	3,067,000	2,436,143
Great Britain	4,400,000	44,100,000	36,900,000	11,700,000	13,700,000	19,725,000	15,408,724
Portugal	400,000	300,000	300,000	200,000	500,000	507,000	152,609
Spain	2,800,000	14,600,000	15,400,000	4,000,000	3,700,000	6,897,000	7,152,637
Italy	1,100,000	3,100,000	3,500,000	1,500,000	1,100,000	1,721,000	3,222,607
Barbary States	1,000,000	700,000	2,100,000	2,900,000	2,600,000	1,604,000	2,670,066
Other countries	500,000	3,800,000	5,200,000	4,900,000	4,800,000	6,907,000	13,777,279
Total	10,200,000	68,300,000	52,000,000	33,300,000	29,000,000	40,428,000	44,820,065
Equiv. in sterling .. £	408,000	2,732,000	2,080,000	1,332,000	1,160,000	1,617,120	1,792,802

But the most interesting of the series is Table K, showing the nature and extent of commercial relations between Great Britain and Algeria.

Table K.—VALUE of the Trade between Algeria and Great Britain between 1862 and 1891.

IMPORTS INTO ALGERIA.

Articles.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Cotton goods	600,000	19,200,000	6,300,000	5,100,000	6,200,000	5,980,000	7,183,122
Coal	300,000	700,000	1,600,000	1,400,000	2,800,000	2,471,000	3,688,279
Tobacco, raw	100,000	300,000	..	5,000	15,000	34,000	..
„ manufactured	100,000	200,000	300,000	437,000	300,000	363,000	589,162
Iron and steel	1,300,000	100,000	..	24,000	30,000	20,000	..
Woollen fabrics	100,000	100,000	..	105,000	60,000	51,000	78,557
Other articles	500,000	2,200,000	2,700,000	1,129,000	1,795,000	1,969,000	849,819
Total	3,000,000	22,800,000	10,800,000	8,200,000	11,200,000	10,888,000	12,470,989
Equiv. in sterling .. £	120,000	912,000	432,000	328,000	448,000	435,520	498,839

Exports from Algeria.

Articles.	1862.	1872.	1882.	1888.	1889.	1890.	1891.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Alfa fibre	800,000	31,900,000	9,300,000	6,700,000	5,100,000	6,415,000	6,137,639
Cereals	200,000	3,900,000	1,700,000	500,000	2,100,000	6,081,000	2,562,421
Tobacco, manufactured	..	900,000	..	400,000	400,000	342,000	272,802
Vegetable horsehair	100,000	1,600,000	100,000	50,000	30,000	94,000	68,974
Agricultural seed	..	600,000	..	..	..	..	..
Cotton goods	300,000	200,000	..	..	..	..	..
Woollen fabrics	100,000	200,000	..	..	..	..	..
Oil seed..	..	..	..	..	..	..	..
Live stock	100,000	200,000	700,000	..	..	..	117,450
Wool	2,000,000	..	..	170,000	..	..	..
Mats, &c.	..	..	..	..	..	..	..
Copper ore	..	..	13,900,000	70,000	360,000	141,000	39,932
Iron „	..	..	2,400,000	1,200,000	2,150,000	2,447,000	1,448,100
Lead „	..	..	500,000	1,030,000	1,430,000	2,009,000	2,012,155
Other articles	800,000	4,600,000	1,500,000	1,580,000	2,130,000	2,196,000	3,273,863
Total	4,400,000	24,100,000	30,100,000	11,700,000	13,700,000	19,725,000	15,923,336
Equiv. in sterling .. £	176,000	964,000	1,204,000	468,000	548,000	789,000	636,943

The values of exports and imports for 1892 cannot be obtained till much later in the year; I still continue to give the previous years from 1888 in order that next year the effect produced by the tariff of February 1, 1892, may be compared with them. Nothing reliable on this subject can be deduced from the statistics of 1892, as there was a great rush to get goods through the custom-house before the new tariff came into operation, and unusually large stocks remained on hand at that date.

This will account for the increase in the total of the imports, but the decrease of 1,000,000*l.* in the exports is anything but a symptom of prosperity.

In the exports from Algeria to Great Britain (Table K) a decrease is shown of 11,094*l.* in alfa fibre, 140,743*l.* in cereals, 2,767*l.* in manufactured tobacco, 4,082*l.* in mats, 39,956*l.* in copper ore, and 40,000*l.* in iron ore. The most important of these articles, if not sent to the United Kingdom, remain in Algeria unsold. All this, therefore, means a dead loss to the colony.

The Governor-General, in his address to the Conseil Supérieur in January, did me the honour to quote my last commercial report as follows:—

"In the report on the commerce of Algeria for 1890–91, addressed by the Consul-General of England to his Government, and published by the latter, Sir (Lambert) Playfair shows that Rouen has almost the monopoly in unbleached calicos, which used to come here from Manchester, and that the fancy-figured muslins, which formerly came from Glasgow, now come chiefly from France. . . . . Such results are the best proof of the vitality of the country."

No doubt the protective tariff, which has ruined our trade, has greatly benefited French manufacturers, but it is open to doubt whether, from a colonial point of view, this is an unmixed advantage. The colonial budget loses the moderate customs dues which it used to receive, and the Arabs and colonists have to purchase their clothing at an enhanced price. I might multiply examples in support of this; I will give only one. A 1,000 doz. of pocket handkerchiefs were recently sold for 4 fr. 60 c. per doz.; the price before the new tariff never exceeded 3 fr 90 c. This is an augmentation of about a ½*d.* on the price of every handkerchief.

There is an increase of 1,217,279 fr. (48,691*l.*) in the amount of coal imported, which is explained further on, but a decrease of 1,119,181 fr. (44,767*l.*) in miscellaneous articles.

Population. The native population of Algeria consists of three very different races. The Arabs, who are found in greatest numbers in the Department of Oran and in the west of that of Algiers; they are essentially nomad, living in tents and moving about from place to place, as the forage of their camping ground becomes exhausted or their water supply dries up. The Kabyles, the best specimens of which are found among the mountains of Djurdjura, descendants of the primitive Berber population of North Africa, sedentary, living in stone houses and holding labour in the greatest honour;

and, lastly, a mass of other indigenous people and scattered tribes of very mixed origin, who may conveniently be named "Chaouia," though that name is more correctly applied to the inhabitants of the Aures Mountains. These are generally, but not invariably, sedentary, like the Kabyles.

To these may be added the Beni M'zab, who belong to the Ibadite sect, the same as that followed by the reigning families of Muscat and Zanzibar. They are the puritans of El-Islam, reside in remote oases in the Sahara, whence they emigrate into the more northern parts of the colony for the purpose of commerce, never mixing with other races, and always returning to their native country when they have collected a sufficient fortune to warrant them embarking in matrimony. No woman of this race has ever been seen beyond her own village.

The following table shows the result of the census of 1891, compared with those of 1872 and 1881:— Census of 1891.

TABLE L.

Races.	1872.	1881.	1891.
	Number.	Number.	Number.
French, born or naturalised ..	129,601	233,937	267,672
Jews and Arabs declared French subjects	34,574	35,665	47,459
Native Mohammedans.. ..	2,125,052	2,850,866	3,559,687
Tunisians	115,516	189,944	2,731
Moroccans			14,645
Foreigners of all other nationalities			215,793

The troops, which were included in the two first periods, are excluded from the third.

The total population has thus reached 4,124,732.

Roughly speaking, there are at the present moment 550,000 Europeans in Algeria, of whom hardly more than half are French. The numbers will probably reach 650,000 by the end of the century, and in 20 or 30 years more the amount will hardly fall short of 1,000,000.

Of natives there are now 4,000,000, and at the same periods there may be as many as 7,000,000 or 8,000,000. One can, therefore, hardly anticipate a time when the European element will be in greater relative preponderance than it is at present.

TABLE M.

Departments.	Total Population.	Population counted apart.	Municipal Population.							Total.	Population Agglomérée.
			French by Origin or Naturalised.	Born of Naturalised Jews.	Naturalised Jews.	Arabs, Kabyles, Mozabites, being French subjects.	Tunisians.	Moroccans.	Other Nationalities.		
Algiers	1,468,127	9,164	118,527	7,374	7,574	1,258,076	247	1,392	65,773	1,458,963	245,205
Constantine	1,714,539	4,628	69,834	6,819	5,911	1,584,655	2,433	806	35,453	1,709,911	161,101
Oran	942,066	2,953	79,311	11,536	8,245	716,956	51	12,447	110,567	939,113	232,212
Total	4,114,732	16,745	267,672	25,729	21,730	3,559,687	2,731	14,645	215,793	4,107,987	638,518

The total number of foreigners naturalised in Algeria between 1865 and 1891 amounted to 17,329; of these only 713 were British subjects, almost all of whom were Maltese.

From January 1 till October 1, 1892, there were 1,182 naturalisations, of whom 220 were British subjects. During the corresponding period of 1891. 81 Maltese only were naturalised. The increased number is due to the late stringent legislation regarding foreigners born in French territory.

Railways have more than doubled since 1880. At that date the total receipts amounted to 11,775,902 fr. In 1891 they produced 27,037,293 fr. Railways.

Universal dissatisfaction appears to be entertained regarding the existing tariffs for the transport of merchandise and live stock. Monsieur Béquet, in his evidence before the Senatorial Commission, states: "Les conventions avec les chemins de fers sont navrantes pour l'Algérie"; and he cites the case of the sheep brought down from the high plateaux for embarkation. Out of 1,000,000 so brought down only 72,000 were carried by rail; the rest came on foot, transport being too costly.

A Government strategical line is about to be constructed from Aïn-Sefra, the terminus of the actual one, to Djenan-Bou-Rezg, the most advanced post in the south of Oran. The distance is about 64 kiloms., and the ordinary road not being easily practicable for wheeled conveyances, considerable difficulty is experienced in the movement and supply of troops. There is no pretence of this being a trade route; it is simply a political and military necessity in the event of operations on the frontier of Morocco. The Minister of War remarked of it: "Il ne s'agit nullement d'une amorce du Trans-Saharien, mais d'un chemin de fer indépendant, limité et défensif."

By the Financial Law of January 26, 1892, a taxe de consommation of 30 fr. per hectolitre, in addition to the existing octroi duty of 50 fr., was imposed on all proof spirits consumed in the colony, whether imported into it or manufactured on the spot. Thus all alcohol consumed in the colony had to pay at the rate of 80 fr. per hectolitre of proof spirits. Duty on spirits.

In France the amount was 156 fr. 25 c. in addition to what any town where octroi duties were in force might see fit to impose; in this respect, therefore, Algeria was more favourably situated than the mother country. On the other hand, owners of vineyards here have to account for all the spirits they distil, but they are not taxed on what may be eventually exported. This in 1891 amounted to 10,420 hectolitres. Such spirit was sometimes allowed to remain in depôt with the producer, and so exempted from the payment of octroi and consumption duty. But the vexatious measures of supervision caused the greatest discontent. All stills had to be sealed up when not actually in use, and the owners could not get the seals removed without difficult and tedious formalities.

To remedy this grievance a decree was passed on September 19, 1892, which permitted colonists cultivating not more than 50 hectares of vines, and having stills of the capacity of 10 hectolitres to make "abonnements," or to compound with the Treasury, by which they are exempted from all interference with their operations.

Tables N to DD show the amount of shipping at the various ports of Algeria during the year 1892.

Table N —ARRIVALS and Departures of Vessels at and from La Calle during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	68	30,618	2,114	15	888	104	37	298	127	2	18	5
British	..	..	..	5	4,880	113	6	5,867	132	..	..	..
Austrian	2	760	23	..	..	..	1	76	5	2	760	23
Italian	2	49	9	8	533	52	12	735	83	..	..	..
Greek	1	211	8	..	..	..	..	..	..	..	..	..
Tunisian	1	12	6	3	91	8	4	28	15	2	17	8
Total	74	31,650	2,160	31	6,310	277	60	7,004	362	6	795	36

Table O.—Arrivals and Departures of Vessels at and from the Port of Bône during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	376	208,868	10,902	12	1,153	39	385	238,716	12,750	24	3,944	221
Russian	3	1,093	27	2	556	14	4	1,200	30	..	..	..
Swedish	2	1,285	42	..	..	..	1	712	16	1	518	21
Norwegian	2	772	20	..	..	..	2	1,079	26	3	1,113	30
Danish	4	3,733	90	..	..	..	1	660	21	..	..	..
British	14	12,533	274	34	35,024	757	36	39,172	776	5	4,080	93
Belgian	8	7,070	145	1	724	18	1	744	18	..	..	..
Austrian	7	2,470	71	..	..	..	5	2,329	60	4	1,048	38
Italian	35	2,102	209	17	3,844	454	46	5,225	318	2	527	14
Tunisian	19	194	418	1	5	4	13	136	83	8	129	43
Total	469	242,233	11,962	70	112,906	1,082	500	291,959	14,154	51	12,528	493

Table P.—Arrivals and Departures of Vessels at and from the Port of Philippeville during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	298	206,879	10,961	5	2,695	90	275	177,086	8,888	5	2,984	67
Russian..	2	793	18	..	..	..	1	691	19	..	..	..
Swedish..	2	1,139	28	..	..	..	1	712	18	..	..	..
Norwegian	1	549	15	..	..	..	1	549	15	..	..	..
British	10	7,301	170	19	17,302	381	35	26,931	597	2	1,547	37
German..	..	..	..	2	2,147	46	2	2,147	46	..	..	..
Spanish	19	1,366	162	1	116	9	19	1,567	168	..	..	..
Austrian	6	1,977	63	..	..	..	..	..	..	5	1,783	56
Italian	8	530	53	4	446	27	5	691	34	4	732	28
Greek	1	358	9	..	..	..	1	24	8	..	..	..
Tunisian	6	62	38	..	..	..	3	32	10	3	30	8
Total	353	220,954	11,517	31	22,706	553	343	210,617	9,803	19	7,076	206

Table Q.—ARRIVALS and Departures of Vessels at and from the Port of Stora during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
Italian	4	157	25	2	84	13	4	168	26	2	73	10
Greek	..	..	..	..	..	..	..	..	..	1	358	9
Total	4	157	25	2	84	13	4	168	26	3	431	19

Table R.—ARRIVALS and Departures of Vessels at and from the Port of Collo during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	..	..	..	..	..	..	5	3,439	145	..	..	..
Russian	1	323	9	3	1,206	29	5	2,001	48	..	..	..
Danish	..	..	..	4	3,841	87	5	4,789	110	..	..	..
British	..	..	..	..	..	..	3	2,599	55	..	..	..
Swedish	..	..	..	..	..	..	1	767	19	..	..	..
Total	1	323	9	7	5,047	116	19	13,595	377	..	..	..

Table S.—Arrivals and Departures of Vessels at and from the Port of Djidjelli during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
Austrian	..	..	..	1	287	9	1	287	9	..	..	..
Italian	1	22	5	32	1,370	222	7	1,391	57	27	288	179
Tunisian	1	14	6	..	..	..	..	..	..	1	14	6
Total	2	36	11	33	1,657	231	8	1,678	66	28	302	185

Table T.—Arrivals and Departures of Vessels at and from the Port of Bougie during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	5	2,746	89	..	..	..	61	42,761	2,694	2	515	19
Russian	..	..	..	1	348	11	2	840	21	..	..	..
Swedish	1	411	16	..	..	..	..	..	..	..	..	..
Norwegian	1	285	8	..	..	..	..	..	..	..	..	..
British	3	1,771	43	2	1,120	29	7	5,047	126	3	1,771	43
German	1	831	17	..	..	..	..	..	..	1	831	17
Spanish	..	..	..	1	61	6	2	111	11	..	..	..
Austrian	..	..	..	1	207	9	1	207	9	..	..	..
Italian	2	327	15	1	17	6	..	..	..	3	344	21
Tunisian	1	10	5	..	..	..	..	..	..	1	10	5
Total	14	6,381	195	6	1,833	61	73	49,066	2,861	11	3,756	113

Table U.—Arrivals and Departures of Vessels at and from the Port of Dellys during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
Spanish	1	36	5	..	..	..	..	..	..	..	..	..

Table V.—Arrivals and Departures of Vessels at and from the Port of Algiers during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	657	442,984	26,455	9	6,471	135	647	445,434	26,305	18	10,666	527
Russian	3	4,149	144	..	..	..	4	5,500	167	..	..	..
Swedish	8	4,123	152	4	1,908	72	9	4,599	162	..	..	..
Norwegian	17	8,404	246	..	..	..	1	688	16	9	3,762	122
Danish	14	14,201	331	1	1,033	25	18	17,586	426	..	..	..
British	184	206,762	4,790	4	2,106	63	90	118,993	3,058	52	47,986	1,002
German	18	16,202	389	1	621	17	15	14,447	333	1	525	23
Dutch	21	26,348	730	..	..	..	20	25,332	750	..	..	..
Belgian	4	2,877	69	..	..	..	4	2,877	69	..	..	..
Spanish	97	10,424	1,007	4	3,431	77	89	9,601	904	14	2,456	180
Austrian	14	10,414	298	..	..	..	10	7,915	226	..	..	
Italian	31	4,616	250	3	602	23	24	2,645	150	9	2,217	76
Greek	4	2,328	49	..	..	..	2	1,877	31	1	322	9
Total	1,072	753,832	34,910	26	16,172	412	933	657,494	32,597	104	67,934	1,739

The port of Algiers, in spite of many defects, occupies the position of eighth in all France as far as the united value of exports and imports are concerned. As regards tonnage, it takes the third place; the only two which rank before it in this respect are Marseilles and Havre.

A comparison between Table V. and the statistics of the previous year shows that during 1892 there was a decrease in regard to British shipping of 16 vessels and 44,966 tons entering the harbour with cargoes, and of 56 vessels and 78,884 tons in such as left with cargoes. This, in spite of the immensely increased operations in coal, means a decrease in British commerce even greater than the above figures seem to indicate.

The same remarks apply to Sweden, Norway, Germany, Holland, Belgium, Spain and Italy. It seems impossible to realise that the protective policy, which involves such a decrease in the commerce of Algeria with all the great trading Powers of Europe, can be of any real advantage to the colony, especially as there is a loss in the total amount of shipping of 117 vessels and 53,069 tons in the entries, and of 122 vessels and 82,840 tons in the departures of ships with cargoes.

The only counterbalancing circumstance which I can record as regards the prosperity of the port, but which has no influence whatever on British commerce, is the immense impulse which has been given of late to coaling operations at Algiers.

Owing partly to its geographical situation, half way between the Suez Canal and the United Kingdom; partly to the excellent arrangements in force; in some measure owing to the want of safe anchorage in all weather at Gibraltar; and greatly to the exaggerated quarantine precautions in force at Malta, British ships from the far East greatly prefer calling here for coal to going to either of our own Mediterranean possessions.

The following number of vessels called here for no other purpose during 1891 and 1892, and are not included in Table V.:—

Year.	Number of Vessels.	Tons.
1891	318	399,872
1892	551	731,725

A new branch of industry has lately been started, but one which can never attain any very considerable proportions; the exportation of cattle to Malta.

Table W.—ARRIVALS and Departures of Vessels at and from the Port of Cherchell during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
Norwegian	..	..	..	..	..	..	1	310	13	..	..	..
British	..	..	..	..	..	..	1	831	20	..	..	..
Spanish	..	..	..	2	10	6	..	..	..	..	..	..
Total	..	..	..	2	10	6	2	1,141	33	..	..	..

Table X.—ARRIVALS and Departures of Vessels at and from the Port of Ténès during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	2	118	10	..	..	..	2	118	10	..	..	..
Spanish	5	200	35	..	..	..	4	169	28	..	..	..
Total	7	318	45	..	..	..	6	287	38	..	..	..

Table Y.—Arrivals and Departures of Vessels at and from the Port of Mostaganem during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	5	2,332	99	4	3,432	90	21	13,634	490	2	1,037	33
Swedish..	..	..	..	1	411	15	..	..	..	..	..	..
Norwegian	2	614	22	..	..	..	..	..	..	1	296	9
British	1	650	16	..	..	..	..	..	..	1	650	16
Austrian	2	1,127	30	..	..	..	..	..	..	..	..	..
Total	10	4,723	167	5	3,843	105	21	13,634	490	4	1,983	58

Table Z.—ARRIVALS and Departures of Vessels at and from the Port of Arzeu during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	6	2,178	79	10	2,530	87	37	16,323	571	1	829	20
Swedish	1	427	10	..	..	..	..	..	..	..	..	..
British	6	4,609	105	12	11,487	241	12	10,513	231	3	2,107	51
Spanish	2	77	14	1	63	9	2	77	14	..	..	..
Austrian	1	719	18	..	..	..	1	166	7	2	1,525	30
Italian	..	..	..	2	748	21	2	1,248	21	..	..	..
Greek	..	..	..	1	483	11	1	483	11	..	..	..
Total	16	8,010	226	26	15,311	369	55	28,810	855	6	4,461	101

Table AA.—Arrivals and Departures of Vessels at and from the Port of Oran during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	620	430,316	20,145	22	20,448	680	587	415,128	19,544	11	8,977	330
Russian	..	..	..	1	319	10	1	319	10	..	..	..
Swedish	12	6,383	258	3	1,365	57	22	11,137	436	..	..	..
Norwegian	10	7,031	169	4	2,210	56	16	10,214	269	1	468	12
Danish	1	595	21	1	789	21	3	2,098	65	..	..	..
British	58	50,846	1,154	58	47,050	1,105	118	99,278	2,291	18	13,101	330
German	10	8,453	209	1	881	21	13	10,472	268	..	..	..
Dutch	..	..	..	..	..	..	1	979	25	..	..	..
Belgian	5	4,310	92	4	3,593	93	17	16,185	335	..	..	..
Portuguese	3	131	23	4	251	41	5	286	45	..	..	..
Spanish	251	49,973	3,578	37	6,059	473	243	47,459	3,449	52	9,919	712
Austrian	5	2,854	64	3	1,344	34	15	7,313	194	..	..	..
Italian	5	1,761	53	19	6,792	189	29	10,697	296	..	..	..
Greek	4	1,710	48	2	761	18	4	1,268	35	2	1,173	31
Montenegro	1	1,093	41	..	..	..	1	1,093	41	..	..	..
Morocco	..	..	..	..	..	..	2	24	15	..	..	..
Total	985	565,456	25,855	159	91,862	2,798	1,077	633,944	27,314	84	33,638	1,415

To provide for the increasing trade of Oran, the Chamber of Commerce is about to erect three groups of sheds between the railway station and the quay; two ranges of vaulted store-houses on the space between the station and the Promenade Létang, and two lines of railway to connect them with the terminus and the quay.

It is estimated that the cost will amount to 4,150,000 fr., the capital and interest of which will be met by the rents charged.

The principal exports of Oran are still esparto or alfa grass and the beautiful marbles of Kleber. It has always been a mystery to me why these have not obtained the favour they merit in England. On one occasion, by desire of the Principal Librarian of the British Museum, I selected and sent there several blocks of great beauty. They were used in making plinths for the sculptures in the Mausoleum Gallery, and it was intended to mount those of the Parthenon in a similar manner; but it was found that visitors often paid more attention to the splendid pedestals than to the sculptures upon them, and the idea was abandoned. The Elgin marbles are now mounted on less conspicuous, and no doubt more suitable, bases of Swiss cippolino.

The Americans are more appreciative. I am told by the owner, Signor Del Monte, that in 1892 he sold 1,200 cubic metres, equal to 3,400 tons, and representing a value of 144,000*l.*, to Signor Salvini, of Carrara; it is taken there by sailing vessels, and shipped in steamers of the Anchor line to New York.

The only other export from Oran interesting, from a British point of view, is alfa fibre. There is actually an increase this year in the total exported from the colony, of 15,000 tons; but there was a decrease last year of 24,000 tons. The price is now so low in England, owing to the increased use of wood-pulp for the manufacture of paper, that it is doubtful whether the collection of this grass can continue much longer.

Table BB.—ARRIVALS and Departures of Vessels at and from the Port of Mers-el-Kebir during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	9	1,920	86	13	7,079	244	3	172	15	9	2,778	142
British	3	129	14	7	2,211	65	2	86	8	5	215	20
German	..	..	..	1	811	21	..	..	..	..	..	..
Spanish	..	..	..	3	481	35	..	..	..	1	20	4
Italian	3	1,226	31	2	522	18	..	..	..	..	..	..
Total	15	3,275	131	26	11,174	383	5	258	23	15	3,013	166

Table CC.—Arrivals and Departures of Vessels at and from the Port of Beni-Saf during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	4	1,979	94	5	3,299	134	8	4,528	201	2	206	24
British	..	..	..	85	101,077	1,877	115	133,814	2,530	..	..	..
Belgian	..	..	..	3	3,988	70	1	1,312	23	..	..	..
Spanish	..	..	..	..	..	..	1	34	8	..	..	..
Austrian	..	..	..	1	422	11	..	..	..	..	..	..
Total	4	1,979	94	94	108,786	2,092	125	139,688	2,760	2	206	24

The exports from Beni-Saf continue to be iron ore and nothing else. The great bulk goes to England, and nearly all is carried by British vessels.

The amount exported during 1892 was as follows :—

Country.	Quantity.
	Tons.
To France	8,267
Belgium	13,949
Holland..	95,318
Great Britain	134,427
United States	39,586
Total	291,947

The last port on the coast is Nemours, where there is no safe anchorage and very little trade.

Table DD.—Arrivals and Departures of Vessels at and from the Port of Nemours during 1892.

Nationality.	Arrivals.						Departures.					
	With Cargoes.			In Ballast.			With Cargoes.			In Ballast.		
	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.	Number of Ships.	Tonnage.	Number of Crews.
French	32	14,215	1,045	37	8,227	669	29	2,246	259	41	24,187	1,702
Spanish	1	3	3	17	93	65	18	93	67	..	..	..
Italian	..	..	..	1	393	10	1	393	10	..	..	..
Morocco	3	25	27	..	..	..	1	12	12	2	13	15
Total	36	14,243	1,075	55	8,713	744	49	2,744	348	43	24,200	1,717

(55 5 | 93—H & S 1495)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1182.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF MARSEILLES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1033.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow: or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—69.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.

No. 1182.

Reference to previous Report, Annual Series No. 1033.

FRANCE.

MARSEILLES.

Mr. Perceval to the Earl of Rosebery.

My Lord, *Marseilles, March* 28, 1893.

I HAVE the honour to enclose herewith my Commercial Report for the year 1892, including one from Mr. Ottley, Vice-Consul at Lyons.

I have, &c.

(Signed) CHARLES G. G. PERCEVAL.

Report on the Trade and Commerce of Marseilles for the Year 1892.

ABSTRACT of Contents.

	PAGE
Shipping and navigation	2
Shipping of all nations	2
Decrease of sailing vessels and tonnage	3
Decrease of steamers—increased tonnage	3
British shipping	3
Decrease in numbers and tonnage	3
Increase in average tonnage of steamers	3
Low freights	3
General falling-off of shipping	3
Reasons for same	3
Nature of cargoes of British vessels	3
French shipping	3
Decrease in numbers	3
Great increase in steam tonnage	3
Shipping of other nations	3
Decline in numbers and tonnage	3
Passengers by sea	3
Emigrants	4
Messageries Maritimes Company	4
Foundation of same	4
Lines of steamers	4
Size of fleet	4
Number of crews	4
La Ciotat	4

Dockyard of Company 4
Remarks on same 5
Shipbuilding at La Ciotat 5
„ La Seyne.. 5
Trade and commerce 5
Imports—
Wheat 5
Maize 6
Barley 6
Oats 6
Oleaginous seeds.. 6
Cotton seed 7
Gingelly seed 7
Castor seed 7
Coprah and palm kernels 7
Palm oil 8
Olive oil 8
Cotton oil.. 8
Wool 8
Sugar 8
Coffee 9
Rice 9
Wine and spirits.. 9
Currants and raisins 9
Coals and freights 9
Exports—
Wine, spirits, and beer 10
Crops 10
Flour 10
Oilcakes 10
Oils 10
Soap 10
Candles 10
Refined sugar 11
Ceramic industry 11
Custom-house receipts 11
Births, marriages, and deaths 11
Tramways 11
Underground railway 11
Silk industry at Lyons 11
First quarter 11
Second quarter 11
Total of year 12
Classification 12
Prices 12
New tariff 12
Cocoons and bounties 12
Amount of bounty given 13
New law for children and women 13
Increase of power looms 13
Wages 13
Exchange 13
Tables 14

Shipping and Navigation.

All nations.

As compared with the figures given in my report for the previous year, the annexed table of shipping of all nationalities trading to the port of Marseilles during the year 1892 shows that a falling-off had taken place of 305 sailing vessels and of 69,230 tons, whilst the steamers had decreased by 635 ships, but their tonnage had increased by 147,946 tons, which makes a total diminution of 940 in the number of vessels with an increase of 78,716 tons.

British shipping.

A decline is observable in the number of vessels under the British flag and also in their tonnage, amounting to 148 in ships and 154,132 in tonnage, and the falling-off is almost entirely in steamers, but the average tonnage of the British steamers trading to this port had increased from 1,360 tons in 1891 to 1,440 tons in the year under review, and our steam tonnage exceeds that of all other nationalities combined, excepting the French, by nearly 50,000 tons.

Freights.

Freights have been low during the year, and this circumstance, the protectionist measures enforced early in the year, and the outbreak of cholera here in the autumn, may have combined, with other reasons, to depress not only our trade but that of nearly all the foreign countries, as the decrease in the number of ships is very marked all along the line.

Nature of cargoes.

The cargoes of the ships under the British flag have been coal from the United Kingdom, of which 331,597 tons were imported in 149 British steamers, wheat mainly from the Black Sea, sulphur, currants, palm oil, ground-nuts, and general cargoes; the steamers which brought the coal sailing hence, as in former years, in ballast, seeking freight principally to Spanish, Black Sea, or Algerian ports.

French shipping.

A decline has taken place in the number of French sailing vessels of 127 ships, and in their tonnage of 2,563 tons; the number of their steamers has also fallen off by 358 vessels, but their tonnage has increased by 399,794 tons; the total decrease of French vessels being 485, and an increase of 397,231 tons.

The average tonnage of the French steamers being 731 tons, shows an increase of about 157 tons, as against the average for the previous year, when it was 574 tons.

Other nationalities.

A general falling-off, as compared with the previous 12 months, is to be observed in the shipping of all other nations with the exception of one or two, where the figures are slightly above those for 1891. The Spanish have fallen-off by 54 ships and 62,701 tons, the Italian by 72 ships and 27,810 tons, the Swedish by 62 ships and 24,444 tons, the Greek by 88 ships and 19,105 tons, the Austrian by 12 ships and 12,476 tons, the German by 13 ships and 3,352 tons, the Russian by 9 ships and 7,326 tons, and Portuguese by 2 ships and 4,555 tons.

Passenger arrivals.

The number of passengers arriving at Marseilles by sea, exclusive of military and prisoners, was, during the last 2 years, as follows:—

Year.	Number of Passengers.
1892..	105,468
1891..	102,973
Difference in favour of 1892 ..	2,495

Departures. The number of passengers leaving Marseilles by sea was as under—

Year.	Number of Passengers.
1892..	92,812
1891..	94,894
Difference in favour of 1891 ..	2,082

Emigrants. During the year 1892 3,540 emigrants, chiefly Italians, left Marseilles by sea, their destination being Brazil and the United States, and 5,069 left by rail for embarkation at other ports.

Messageries Maritimes Company.

As it may prove interesting to some readers, I give a short notice of this, one of the principal steam navigation companies in the world, my data being derived from the director of the company.

Foundation. In 1852 the company was founded under the name of Compagnie Maritime des Messageries Nationales, with a capital of 2,400,000*l.*, the object being the transport of mails and merchandise

Object. to several ports of the Mediterranean, the company receiving a subsidy from the French Government.

Other lines. To these lines the company, in consequence of increased subsidies, successively added the Black Sea, Atlantic Ocean, Indian Ocean, China, Japan, Australia, and East Coast of Africa.

Departures from Marseilles take place twice a month for China and Japan, calling at intermediate ports; average passage 42 days.

To Noumea, calling at intermediate ports, Australia, &c.; monthly, 41 days.

To the East Coast of Africa, calling at intermediate ports, Madagascar, La Réunion, Mauritius, &c.; monthly.

To Constantinople and Black Sea, calling at intermediate ports; weekly.

To Egypt and coast of Syria, &c., weekly, and a cargo boat, not carrying passengers, once a week for London.

The company also run steamers twice a month from Bordeaux to the River Plate and intermediate ports.

Size of fleet and number of crews. The fleet is composed of 61 vessels, with a tonnage of 172,959 tons and 117,500 horse-power, and these are manned by 520 officers and 4,917 seamen.

La Ciotat.

Dockyard About 30 years ago this was a small fishing hamlet, but is now a flourishing town, owing its prosperity entirely to the fact of the

company having established here their extensive dockyard, containing slips for building and repairing their steamers and all the necessary workshops and appliances for shipbuilding. The number of workmen employed there in the year 1892 was 4,112, comprising 82 foremen, engineers, &c. Workmen.

I am informed that the tools employed in the works are of English make, and also that they use the Tugot submarine paint, which, believe, is also employed by the British Admiralty on several of our men-of-war. English tools.

All the employés of the company are interested in its success and profits, as they are awarded a percentage on any economies effected by them in their various capacities. They are in every way well cared for; a hospital is provided for the sick or injured, a savings bank is established, and also an insurance against accidents, whilst they are entitled to pensions after 30 years' service. Hospital, pensions, &c.

During the year 1892 two large steamers of 6,428 tons each have been launched at La Ciotat for the company, and at present two are on the stocks, one of 6,500 tons and the other a cargo boat of 4,000 tons. Shipbuilding.

Shipbuilding Yard at La Seyne.

At the building yard of the Forges et Chantiers de la Méditerranée three steamers were launched, comprising one of 3,050 tons and one of 1,265 tons, for Marseilles firms, and one of 2,328 tons for a Greek firm. Building yard.

Trade and Commerce.

The total imports for the year 1892 have amounted to 2,550,254 tons, against 2,964,606 tons in 1891 and 2,587,342 tons in 1890. The deficit for the year, as compared with 1891, has thus been 414,352 tons, of which 240,000 tons fall on wheat and 80,000 tons on oil seeds. Imports.

The wheat trade has been disappointing and unsatisfactory throughout the year 1892, and this disappointment has been so much the more felt as the previous year had been on the whole very satisfactory. Wheat.

The year opened with large stocks and large contracts made at high values, so that the volume of new business decreased from January onwards, and it is only in consequence of the old contracts above-mentioned that imports continued on a large scale over the first 6 months, but subsequently decreased unabatedly so much so that the total imports for the 12 months have only attained 563,045 tons, against 804,065 tons in 1891.

Prices suffered a very marked decline in consequence of overwhelming stocks, coupled with a good crop in France (about 1,000,000 hectolitres*), another large yield in the United States of

* 1 hectolitre = 22 gallons; 50 kilos. = 1 cwt.

America, and the re-opening of Russian export markets; in addition to these circumstances must also be mentioned the increased duty from 3 fr. to its former level of 5 fr. per 100 kilos. All these formed elements conducive to a fall never before witnessed in the records of the grain trade.

The lowest value was registered in December, when a difference of 8 fr. to 9 fr. per 100 kilos. was shown, as compared with December, 1891. In fact, prices fell to a level, which was said to be below what wheat cost to produce.

The most astounding feature to the trade in general was the facility with which North American farmers parted with their produce, thus swelling the visible stocks in the United States to an extent unknown before. True, it was argued, that the more grain farmers brought to market the less they had left, but the regularity with which weekly statistics pointed out the situation as less and less favourable, told more on the temper of the trade than any theoretic arguments, however sound they might be.

On examining the source of our supplies we find that Russia, by the prohibition of exports during 6 months, has sent much less than during 1891. East India shipped only about half the quantity of the previous year, and from other countries imports have averaged much the same proportion as in the previous years.

Maize. Imports attained 54,891 tons, against 34,313 tons in the previous year, being an increase of about 20,000 tons.

Trade throughout the year was pretty lively, the low prices current stimulating imports for the hog culture and permitting even occasional business for distilling purposes.

Barley. There is a large falling-off in imports, 11,836 tons, against 20,172 tons in 1891.

This deficit in imports may be attributed to the good crops in France, which led to large quantities being exported to England and other parts for brewing purposes.

Oats. Imports have been much the same as in the previous year, say 32,352 tons against 36,457 tons, and the trade has been, on the whole, satisfactory.

Oleaginous seeds. There is a falling-off of 80,000 tons in the year's imports, which attained 337,732 tons, against 417,845 tons in 1891. This deficit falls almost entirely on shelled ground-nut kernels from the Coromandel, Madras coast, and Bombay (total imports having been only 73,324 tons against 124,873 tons), and on coprah and palm kernels (total imports 72,311 tons against 102,013 tons), whilst of other seeds the quantities imported have been much the same as in previous years.

The bulk of imports has been crushed in our local mills, which have been kept fairly supplied throughout the year, although two or three large crushers were obliged to reduce their work during the last 3 months for want of provision, having over-estimated the crops of ground-nuts, which form the principal oil-producing article for soap boilers. In the beginning of the year crop reports from Madras were very favourable, and led to anticipate large yields, so that crushers were rather encouraged to

anticipate lower values and sell large quantities of oil for forward delivery on the basis of 23 fr.* to 22 fr. 50 c. per 100 kilos. for ground-nuts, cost and freight from Madras coast. At the same time oil was selling in the same proportion at 49 fr. to 50 fr. per 100 kilos. for ordinary quality for soap boilers. This continued until early in May, when reports from the Madras coast reduced the crop estimates very seriously by reason of drought, and instead of 1,200,000 bags of 75 kilos. it was generally reported that shipments from Pondichéry, Cuddalore, and Madras would not exceed 70,000 bags. This enormous difference quickly attracted speculative enterprise, which caused prices to rise from 23 fr. per 100 kilos. early in May up to 28 fr. per 100 kilos. in August, and the value of oil advanced to 57 fr. and 58 fr.

Under ordinary circumstances there is no doubt such a large deficit would have led to a substantial and lasting rise, and no wonder speculators were active, but it exceptionally happened that in Egypt the crops of cotton seed were very large, and enormous supplies of this seed were offered in September and October, thus flooding the English markets, whence very large quantities of cotton oil were offered at Marseilles at prices which competed very favourably with local mill oils; consequently not only the upward movement was arrested, but prices here declined again quickly from 28 fr. to 21 fr. for ground-nuts and to 45 fr. for oil, at which rates the year closed.

These severe fluctuations made the trade less profitable than might otherwise have been expected, but taking the average prices at which crushers sold their oils, the general results of this important industry may be said to have been fairly good.

Cotton seed.

The shorter crops of ground-nuts favoured increased imports of cotton seed from Egypt, whence 25,170 tons were imported to Marseilles against 19,185 tons in the previous year. Hitherto only one large mill crushed cotton seed in Marseilles, but during the latter part of the year two fresh mills have been started, and if the results prove satisfactory there will be a further increase in this commerce.

Gingelly seed.

Imports have been much the same as in the two previous years, viz., 77,800 tons against 73,228 tons in 1891 and 77,240 tons in 1890. The finer qualities of Bombay and Levantine gingelly produce edible oils, and the lower grades of Bombay and Madras seed produce lamp oil and inferior sorts for soap.

Castor-seed.

This special branch of the oil seed trade maintains its importance, and the mills have been kept in full activity; imports of castor seed have been 24,551 tons against 19,345 tons in 1891.

The larger part of the castor-oil, produced in Marseilles, is exported to England and Scotland and consumed there in the cloth and cotton factories.

Coprah and palm kernels.

The imports for 1892 were very short of the previous year, 72,311 tons against 102,013 tons, and this large falling-off may be attributed almost entirely to Singapore and Malay Archipelago, where crops proved quite exceptionally short. Against this deficit, however, there was a good stock in stores held over from

* 25 francs = 1*l*.

the previous year, and supplies all in all proved adequate for requirements, so that all the mills especially adapted for crushing coprah and palm kernels have worked their full power throughout the year. As, however, I predicted in my last report the prohibitive duty put on coprah oil and palm kernel oil in Spain, closed the large outlet to that country, and encouraged the construction of large mills in Barcelona, so that raw coprah is now imported there instead of oil from Marseilles.

The bulk of the oil produced is consumed in Marseilles by the numerous soap factories, and this is a very important trade.

The value of coprah oil was in the beginning of the year 50 fr. per 100 kilos., but under the weight of heavy arrivals during the first four months, it declined gradually to 42 fr. per 100 kilos., the lowest point touched in April, but subsequently recovered steadily to 51 fr. 50 c. per 100 kilos. in August and closed in December at 50 fr. per 100 kilos.

It is generally anticipated that supplies from Singapore, Java, and Manila will continue very short during the first 6 months of 1893, so that an upward movement of prices may be expected. In the South Sea Islands crops are reported good.

Palm oil. There has been a slight falling-off in imports of oil, which have attained 12,995 tons against 14,430 tons in 1891, but this deficit has been counterbalanced by an increase of tallow, of which Marseilles had received 5,494 tons against 4,764 tons in 1891.

The large stearine and candle factory of Messrs. Fournier has thus imported the average quantity of palm oil and tallow, besides home melted tallow, and this important industry has had a larger output than in previous years, as will be shown by the figure of exports. As the average cost of raw material ruled very low throughout the year, this special branch has been very profitable.

Olive oil. Crops in the South of France proved good and imports show a slight falling-off, 15,909 tons against 17,261 tons in 1891.

Cotton oil. Imports have been 15,974 tons against 19,374 tons in 1891; the deficit was entirely on the first 6 months, whereas during the last half-year we have had a very considerable increase by reason of short supplies of ground-nuts and exceptionally cheap prices of cotton oil in England and America. This oil has been used to some extent for making soap, and the finer qualities for edible purposes, chiefly for mixing with strong olive oils.

Wool. I have not hitherto alluded to this article in my previous yearly reports, but as the trade is growing in importance I think it deserves a special mention. Large quantities are now shipped regularly from the Persian Gulf, Turkestan, and Armenia, and imports during 1892 have amounted to 14,768 tons, and in 1891 to 15,302 tons.

Sugar. There has been a large increase in imports of cane sugar which have attained 98,693 tons against 83,669 tons in 1891, and 80,568 tons in 1890. From French colonies the quantity has been much the same, 44,312 tons against 42,259 tons, but of foreign colonial 54,381 tons have been received against 41,410 tons in 1891. From Java alone 40,750 tons.

The two refineries have supplied the bulk of their requirements from cane sugar, which has been comparatively cheaper than beet, and as the value of refined sugar for home consumption as well as for exportation has ruled at a good paying level in proportion with the import cost of raw sugar, both refineries have been kept in full activity throughout the year, and the working profits have proved very good for shareholders.

The selling price of refined loaf sugar for home consumption (duty paid) ranged from 109 fr. per 100 kilos. to 110 fr. per 100 kilos., and for exportation (out of bond) 49 fr. per 100 kilos. to 50 fr. per 100 kilos.

Coffee. Imports have gained a further increase and amounted to 21,751 tons against 18,303 tons in 1891, and 16,377 tons in 1890. This trade has again been a profitable one for dealers, by reason of the steady upward tendency of prices.

Rice. There has been a large increase in imports of rough rice, which amounted to 26,136 tons against 3,226 tons in 1891; but on the other hand we have witnessed a proportionate falling-off in imports of cleansed rice, which have only been 6,936 tons against 20,744 tons in 1891. This complete change in this trade is caused by the prohibitive duty on cleansed rice from foreign colonies, which as a protective measure for local industries favoured imports of rough rice, and it was thought a large and profitable trade would thus be opened out for rice millers. In this expectation five rice mills have been consecutively started, which together turn out 1,200 bags to 1,300 bags of cleansed rice per diem, but this is more than finds an easy outlet, and consequently instead of making a profit, millers have been constantly competing against each other at a loss. Besides this they have also to compete against their own excess of production and the steadily increasing shipments of cleansed rice from Saigon, which enters free of duty as French-colonial.

The ruling prices for cleansed rice, local mills, has been 34 fr. to 35 fr. for Japan, 25 fr. to 26 fr. for Rangoon, and 22 fr. to 25 fr. for Saigon.

Wine and spirits. Imports have exceeded those of last year by 9,000 tons, having been 135,717 tons against 126,807 tons in 1891. There has been a very substantial increase from Algeria where crops proved very good, and as much as 81,478 tons were imported from that country; but on the other hand, as predicted, the imports from Spain have suffered a very serious diminution by reason of the excessive duty, and the total imports of Spanish wines have only been 28,748 tons against 55,242 tons in the preceding year.

Currants and raisins. As comprised in the wine trade I may again mention imports of currants from Greece, which have been 24,967 tons against 28,540 tons in the previous year, and raisins (dried) from Turkey in Asia, which have been 18,460 tons against 15,615 tons in 1891. These are almost entirely consumed by distillers for making wine.

Coals and freights. Imports of coals from the United Kingdom have been 422,600 tons against 456,115 tons in 1891. The average cost price in

Cardiff for bunker coal over the year was 11*s.* per ton to 11*s.* 6*d.* per ton, and the freight paid to Marseilles, 8*s.* per ton to 8*s.* 6*d.* per ton. The sale price in Marseilles delivered in the bunkers ranged from 1*l.* 1*s.* per ton to 1*l.* 2*s.* per ton.

The total exports from Marseilles for the year 1892 have been 1,614,796 tons against 1,652,208 tons in 1891.

Wine, spirits, and beer. There is a deficit of 14,000 tons in exports for 1892, which amounted to 32,352 tons against 46,315 tons in 1891.

I anticipated this falling-off in my last report owing to the differential duty with Spain, which has caused a very substantial diminution in the exchange of produce between France and Spain. It is now confirmed that whilst in 1891 the exchange between the two countries amounted to the value of 592,741,000 fr., it has fallen for 1892 to 425,222,000 fr., namely a deficit of 167,519,000 fr. The exports from France to Spain have been 43,049,000 fr. less than in 1891, whilst from Spain to France the deficit has been 124,470,000 fr.

It is generally anticipated that the falling-off will be much larger during the coming year, as in January, 1892, very large quantities were sent forward on the eve of the new duty.

Crops. Crops in France have proved good and the same may be said for Algeria, so that the falling-off from Spain has been less seriously felt, and the average selling price for French consumption has been from 5 fr. per hectolitre to 7 fr. per hectolitre less than in 1891.

Flour. There is no remarkable difference in exports of flour, which have been 44,238 tons against 43,353 tons in 1891.

Oil-cakes. The short crops of ground-nuts on the Coromandel and Madras coasts (see Imports) caused a proportionate diminution in the production and exports of cakes, and another striking cause may be attributed to the long cholera epidemic in Hamburg, which is the largest market for Marseilles cakes. The total exports for the year 1892 only attained 71,162 tons, against 100,445 tons in the previous year.

As for the coming year very large crops of ground-nuts from Bombay, as also of gingelly seed, are foreshadowed. It may be expected that exports will again reach their usual importance.

Oils. The total exports of oils have been much the same as in the previous year, namely, 51,810 tons, against 53,373 tons. As, however, several new mills have been built in Spain and Italy, it is to be feared that 1893 will see a considerable diminution in exports to these countries, chiefly coprah and palm kernel oil. Larger exports in seed-oils are, on the contrary, generally expected to compensate the shorter supplies of cotton oil, tallow, and grease in the north of Europe.

Soap. The numerous soap mills in Marseilles have had a prosperous year by reason of the low average value of oils and greases, and they have worked continually through the year to the full extent of their output. Exports have been 11,269 tons, against 11,433 tons in 1891, and the total production for the year may be roughly estimated at 130,000 tons.

Candles. There has been an increase of 1,500 tons in exports of candles, which have been 5,918 tons, against 4,409 tons in 1891.

The two large sugar refineries have again had a very profitable year, favoured by moderate cost of raw cane and beet sugar, and steady demand for their refined goods. The total exports have been 42,558 tons, against 45,646 tons in 1891. Refined sugar.

The unsettled state of affairs in the Argentine Republic and exorbitant premium on gold have seriously interfered with exports, which have only attained 97,344 tons, against 150,491 tons in 1891. Ceramic industry.

The amount of custom-house duties at Marseilles during the year 1892 was 2,902,898*l*. Custom-house receipts.

MOVEMENT of the Population.

Year.	Birth	Marriages.	Deaths.
	Number.	Number.	Number.
1891	11,551	3,171	11,442
1892	11,512	3,190	11,567
Difference	— 39	+ 19	+ 125

As compared with the previous year it will be seen that the births have decreased by 39, whilst the deaths have increased by 125.

The deaths thus average 30·88 per 1,000 inhabitants, according to the census of 1891, being an increase of 2·76 per 1,000 in comparison with the previous year. Deaths.

Public Works.

The drainage works mentioned in my last report are progressing actively, gangs working at the construction of the main collecting drain.

The tramways to l'Estaque and St. Louis have been opened for traffic, but the underground railway to La Blancarde and St. Pierre is not yet completed. It is hoped that it may be finished by July 14, but much remains to be done. Tramways. Underground railway.

LYONS.

Mr. Vice-Consul Ottley reports as follows :—

The first quarter of the year 1892 gave little or no indication of the reaction which was soon to change the aspect of this market, still characterised by extreme dulness. The amount of business, however, had not been inconsiderable, as was demonstrated by the quantity of silk conditioned, which exceeded 1,250 tons in the three months. Silk industry.

This circumstance, coupled with the preoccupations usually current at the approach of the new crop, and emphasised by an improved inquiry from the Paris market for the manufactured article, caused in the second quarter some movement in prices, and the amount of silk conditioned in this period rose to 1,468 tons.

Total of year. A rarity in thrown silks in certain categories began to make itself felt, and the higher prices current caused manufacturers to abandon the hand-to-mouth policy engendered by a declining market, and the figures were again exceeded in the third and last quarters of the year, which closed with a total of 6,020 tons, said to be the largest total ever presented by the Lyons Conditioning House, exceeding that of 1876 by 200 tons.

Classification. The various kinds of silk entering into this large total may be approximately classed as follows:

Description.	Per cent.
Japans	22
Chinas	16½
Cantons	15
Italians	14
French	12½

The remaining 20 per cent. being made up of various other origins.

Prices. The advances in prices during the year were very important, and vary from 5 to 40 per cent., the year closing with a prospect of still higher values to be realised.

New tariff. The new protective tariff of January 11, 1892, was favourable to Lyons manufacturers, as it secured to them the practical monopoly of the Paris market to the exclusion of their Swiss and Italian rivals.

This situation coinciding with an increasing demand for silk goods resulted in a general revival of activity, and during the latter half of the year manufacturers have been fully engaged with orders.

The new protective tariff, though welcomed by some manufacturers, may not have been an unmixed benefit to all. Those whose connection lay with Spain, Italy, and Switzerland found their business interfered with by the increased duties levied in return by those countries. The last two mentioned differentiated their tariffs to the disadvantage of French silks.

An attempt made by the Swiss later in the year to negotiate a treaty was defeated, whereupon they adopted a policy of reprisals, and an export trade of 400,000*l.* from this district is thereby practically prohibited. The importations of silk goods into France for the year have amounted to 2,420,000*l.*, a decline of 11 per cent.

Cocoons and bounties. The cocoon crop in France in 1892 does not seem to have been

affected by the new law of bounties, promulgated early in the year, to foster production, though the crop was heavier by 10 per cent. than that of 1891. This is assigned to favourable climatic causes.

It is presumable, however, that in future the bounty will have full effect, and in conjunction with the enhanced price of cocoons, will stimulate all silk farmers to a maximum production for 1893. The extended culture of the mulberry tree has already been a matter under consideration.

Bounty given.

In 1892 the bounty paid was 153,080*l.*, and the French crop being estimated at a value of 1,048,960*l.*; the bounties represent 14½ per cent. of the same. The number of farmers engaged in this industry is given as 141,487; the bounty is therefore about 27 fr. per head as an average result.

The yield of the silk crop was calculated at 610 tons, and this would represent a cost to the Treasury of 6 fr. 35 c. per kilo. of silk produced in France.

New law for children and women.

The law of November 2, 1892, for the further regulation of children and women in factories is now in force, and affects considerably the silk spinning and throwing industries, where the rule existed to pay daily wages. Children of either sex under 16 years of age are prohibited from working more than 10 hours a day; from 16 to 18 years 11 hours; but the maximum for the week is 60 hours. Over 18 years of age women may work 11 hours per day. It seems probable that 60 hours per week will become the rule.

In certain trades, which may be called season trades, leave will be given to exceed these regulations, with a maximum of 12 hours per day during 60 days in the year, and a deputation from Lyons has demanded the application of this clause to this district. Under this Act night-work is regulated, and the night is defined as from 9 P.M. to 5 A.M. The Act does not affect home workers—that is to say, any establishment where only members of the same family are engaged under the paternal authority, provided always that no motive-power is used and that the trade is neither dangerous nor unhealthy.

Increase of power looms.

The necessity of adopting the cheapest methods of production is slowly reorganising the Lyonese system, and the increase of power looms is continuous, and in many cases weaving establishments are being created in close proximity to the city.

Wages.

Wages in the last quarter of the year may be said to have increased, possibly by about 10 per cent. In the case of velvet handloom weavers the advance is much more considerable, owing to the great demand for the article.

Exchange.

The Asiatic exchange has undergone a further depreciation during the year of about 12 per cent., and since the failure of the Brussels Conference to arrive at any decision on the silver question, of such supreme interest to the silk industry of Asia and Europe, this menacing problem is attracting an amount of attention not hitherto observable.

RETURN of all Shipping in the Port of Marseilles during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	6,853	602	867,043	613	873,896
French	2,075	194,376	3,830	2,802,484	5,905	2,996,860
Spanish	124	10,218	276	235,819	400	246,037
Italian	438	100,323	140	122,101	578	222,424
Dutch	...	...	62	99,630	62	99,630
Swedish	51	26,156	81	55,840	132	81,996
Austrian	77	34,094	25	20,774	102	54,868
Greek	145	40,674	55	60,523	200	101,197
German	8	6,811	55	61,914	63	68,725
Russian	5	2,314	1	572	6	2,886
Danish	12	4,571	15	12,810	27	17,381
Turkish	9	2,878	2	2,566	11	5,444
Belgian	...	...	1	1,249	1	1,249
Portuguese	...	...	21	43,827	21	43,827
American	2	961	...	...	2	961
Total	2,957	430,229	5,166	4,387,152	8,123	4,817,381
,, for the year preceding ...	3,262	499,459	5,801	4,239,206	9,063	4,738,665

CLEARED.

Nationality.	Sailing.		Steam.		Total	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	10	6,486	604	870,559	614	877,045
French	2,026	193,427	3,852	2,767,255	5,878	2,960,682
Spanish	126	10,305	275	235,506	401	245,811
Italian	429	103,099	137	117,829	566	220,928
Dutch	...	...	62	99,630	62	99,630
Swedish	51	25,791	80	54,992	131	80,783
Austrian	82	36,833	24	19,280	106	56,113
Greek	173	50,617	54	58,239	227	108,856
German	8	6,811	56	62,679	64	69,490
Russian	6	3,256	1	572	7	3,828
Danish	12	4,348	16	13,839	28	18,187
Turkish	8	2,717	2	2,566	10	5,283
Belgian	...	...	1	1,249	1	1,249
Portuguese ...	...	...	21	43,827	21	43,827
American	2	961	...	...	2	961
Total	2,933	424,651	5,185	4,348,022	8,118	4,772,673
,, for the year preceding ...	3,269	495,162	5,754	4,195,533	9,023	4,690,695

RETURN of the Principal Articles of Import and Export to and from Marseilles during the Years 1892–91

IMPORTS.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Wheat	563,045	804,065
Maize	54,891	34,313
Oats..	32,352	36,457
Barley	11,836	20,172
Oil seeds	337,732	417,845
Palm oil	12,995	14,430
Tallow	5,494	4,764
Olive oil	15,909	17,261
Cotton oil	15,974	19,374
Sugar	98,693	83,669
Coffee	21,751	18,303
Wine, spirits, and beer	135,717	126,807
Cod fish	2,939	3,145
Coal (United Kingdom)	422,600	456,115
Other articles	818,326	907,376
Total	2,550,254	2,964,606

EXPORTS.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Wine, spirits, and beer	32,352	46,315
Wheat	33,303	32,372
Flour	44,238	43,353
Oilcakes	71,162	100,445
Soap	11,269	11,433
Oils	51,810	53,373
Candles	5,918	4,409
Refined sugar	42,558	45,646
Ceramic industry	97,344	150,491
Other articles	1,224,842	1,164,371
Total	1,614,796	1,652,208

LONDON
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1500)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1196.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEARS 1891-92

ON THE

AGRICULTURE OF ALGERIA (WITH PLANS).

REFERENCE TO PREVIOUS REPORT, Annual Series No. 998.

Presented to both Houses of Parliament by Command of Her Majesty, MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow: or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—83.] *Price One Shilling and Threepence Halfpenny*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.

No. 1196.

Reference to previous Report, Annual Series No. 998.

FRANCE.

ALGIERS.

Consul-General Playfair to the Earl of Rosebery.

My Lord, *Algiers, April* 29, 1893.

I HAVE the honour to forward my Annual Report on the Agriculture of Algeria for the years 1891–92.

I have, &c.

(Signed) R. LAMBERT PLAYFAIR.

Report on the Agriculture of Algeria for the Years 1891–92.

ABSTRACT of Contents.

	Page
Data	1
Season of 1890–91	2
Stock, principally sheep	2
Area of land under cultivation with various crops	4
Wheat	
"Khames"	5
Agricultural taxes	6
Viticulture	9
Phylloxera	13
Season of 1891–92	14
Prospects for 1892–93	15
Vine harvest of 1892	16
Fruit	16
Olives	16
Forests	17
Locusts	19
Hydraulic works	20
Colonisation	25
Torrens Act	26
Enquiry office	26
Effects of the new tariff	26

Data. In my commercial report for this year I have given in detail a list of the various documents lately presented to the Senate containing much valuable information regarding Algeria, of which

I have freely availed myself; I may recapitulate those especially connected with agriculture.

1. Commission d'Etude des Questions Algériennes—Dépositions du 1 Mai au 20 Juillet 1892.

4. Report of M. Jules Ferry on the necessity of reorganising the Government of Algeria.

5. Report by M. Clamageran on the fiscal régime of Algeria.

6. Report by M. Jules Guichard on the "Régime Forestier" of Algeria.

Add to these an unofficial but valuable publication: "Etude sur la Question Algérienne par Victoriano Prax, Colon-Forestier," Bône, 8vo., pp. 120.

And the annual "Exposé de la Situation Générale de l'Algérie," presented by the Governor-General to the Conseil Supérieur.

Season of 1890–91.

No detailed statistics are yet published for a later period than the season of 1891; at the end of that year the agricultural population of Algeria consisted of 3,413,122 persons, namely, 198,975 Europeans and 3,214,147 natives. The value of the implements which they possessed amounted to the sum of 26,611,309 fr., upwards of 1,000,000*l.*

The following table shows the number of animals of all kinds in their possession :—

TABLE I.

Beasts.	Belonging to—		Total.
	Europeans.	Natives.	
	Number.	Number.	Number.
Horses	39,913	172,861	212,774
Mules	25,300	119,928	145,228
Asses	12,952	281,973	294,925
Camels	171	258,923	259,094
Cattle	136,753	1,096,298	1,233,051
Sheep	322,169	8,547,502	8,869,671
Goats	70,284	3,639,316	3,709,600
Pigs	80,882	224	81,106
Total	688,424	14,117,025	14,805,449

Horses.

An inter-departmental meeting was held to study the principal problems connected with the breeding of horses in Algeria. It was unanimously agreed that crossing with English sires should be discouraged, and that the authorities should encourage, to the utmost of their power, the native race of Barbs.

Sheep.

For several years past the Administration has done all in its power to improve the native race of sheep, as well as to render the augmentation of its numbers possible. In addition to the model sheep farm of Berrouagia, others have been created in various

parts of the colony, at the cost of the mixed communes in which they are situated, for the production of rams of the best possible quality; and studies have been made with a view to the construction, on the high plateaux and in the south, of "ghadirs," or pools for rainwater, and for the regulation of existing springs at which the sheep of the nomad Arab can water during the dry season.

But the most important part of the Government program has been to obtain exhaustive information regarding the question of sheep-breeding in general, and the commandants supérieur have been called upon to furnish reports, illustrated by maps, showing the resources in pasturage and water of their respective districts, as well as their suggestions for the improvement of both. These reports have been collected and are now in course of being printed. As they show conclusively that for some years past there has been a progressive decrease in the number of sheep, the préfets in civil territory, as well as the generals commanding where military rule still prevails, were called upon to investigate the causes and suggest a remedy.

Regarding the latter subject their opinions are divided; some recommend that the exportation of ewes should be prohibited, but the majority are averse to any measures which may have the effect of interfering with commercial transactions.

Though there can be no doubt that the number of sheep has decreased sensibly of late years, especially during 1888 and 1889, owing to drought and to the invasion of locusts, the situation begins to show symptoms of recovery.

In addition to the inquiries before-mentioned, M. Viger,* a deputy and member of the "Conseil Supérieur d'Agriculture," was sent to Algeria for the same purpose. He has issued a report, simple and concise, describing the actual situation and analysing the proposals made by the various partisans of crossing and selection. Two important documents are attached to this, one by M. Bertaux on the commerce in sheep between Algeria and France, and another by M. Floquet on the wool of Algeria.

M. Viger agrees with all the authorities who have studied the subject, that the number of sheep may be immensely increased by the creation of reserves of forage on the high plateaux and the erection of shelters for use during bad weather; above all by sinking artesian wells instead of the existing "ghadirs," which yield water not only insufficient in quantity but which is soon corrupted by the trampling of the sheep in them.†

To show the importance of the trade in sheep between Algeria and France, I subjoin a table showing the total number imported into France from 1883 to 1890, with the proportion furnished by Algeria.

* Since named Minister of Agriculture.

† For the opinions of M. Pouyanne, Chief Engineer of Mines, M. Pomel, and M. Bonzom, all unquestionable authorities regarding "ghadirs" and the rearing of sheep, consult "L'Algérie Agricole," No. 100. February, 1893.

TABLE II.

Years.	Total Importations into France.	Importations from Algeria.
	Number.	Number.
1883	2,277,887	558,971
1884	2,009,210	612,501
1885	1,949,282	665,382
1886	1,623,463	463,466
1887	1,253,434	440,024
1888	1,357,452	992,510
1890	1,140,330	975,901

Extent of various crops.

TABLE III.—Statement showing the Area under Cultivation with crops of various kinds, and the amount of each produced, during the Year 1890–91.

Nature of Crops.	Area.	Quantity.
	Hectares.	Met. quintals.
Soft wheat	183,246	1,386,471
Hard „	1,069,889	5,739,669
Rye	425	3,333
Barley	1,426,866	9,235,863
Oats	43,107	493,784
Indian corn	13,891	101,743
Beans	41,468	227,496
Millet	37,024	203,254
Potatoes	7,117	184,374

NOTE.—1 hectare = 2½ acres; 1 quintal = 220·490 lbs.

Wheat.

In spite of the great extension of viticulture cereals must always remain the chief production of the country. To make this cultivation remunerative is the great question to be studied, and the points requiring most urgently the attention of the colonists are—

1. Diminution in the cost of cultivation.
2. Increase of the quantity produced.

The first object can only be attained by the purchase of the best kinds of agricultural implements and manures, and by diminishing the number of middlemen between the producers and the consumers. The second by judicious selection of seed.

It would cost the farmer little to plant a small experimental field on which to grow the innumerable varieties of seed which are offered to him for sale, and to institute a comparison between them and the indigenous varieties: he would easily discover which was best suited for his particular land. This has been done in many other countries. Thus in Egypt it has been found that Algerian hard wheat, especially that from Medeah,

is well suited for growth there, and is far richer in gluten than any which had previously been employed.

Here no attention whatever is paid to proper selection, and it is quite certain that the varieties in common use are not the best. M. Trabut,* a great authority in botany and agriculture, recommends especial attention to the following points.

The improvement, by selection, of the native varieties.

The discovery amongst foreign varieties of such as may advantageously be employed in Algeria.

The creation of new and more prolific varieties by crossing.

And he gives a table showing the production of 24 varieties grown at Medeah, amongst which the soft wheat of Algeria gave only 350 times the amount sown, whereas the most prolific of all, the wheat of Majorca, produced 916 times.

In the Aures Mountains, where everything seems to be descended from the Roman domination—language, customs, and agriculture—there are peculiarly fine varieties of wheat, cultivated by the Chaouia, which merit and will probably receive special attention.

During the season under review the harvest of soft wheat may be put down as a fair average; that of hard wheat has only once been exceeded in the previous 10 years, and barley is above the average during the same period.

Khames.

A notable part of the agriculture of Algeria is carried out by Arabs styled "Khames," or those who receive one-fifth share. This is certainly not intensive culture, but in many places it is the only mode possible, on account of the difficulty of obtaining labour at reasonable rates. Their existence is a very miserable one; they and their families live from day to day on the advances which they receive from the owner of the land and which must be repaid at the time of harvest, before receiving the fifth part of the grain in kind. Very frequently they find that the advances exceed the scanty amount coming to them, and so they are chained like slaves to the soil and forced to commence another year on the same land instead of bettering themselves elsewhere, in order to wipe out the previous season's debt.

Their position now is very different to what it was before the French occupation; then immense spaces were available to them for cultivation and pasturage; when the soil on one spot was exhausted they went to another; they lived easily on the fifth part of the produce which fell to them, and each family had its reserve in silos. Now everything has changed; sequestration and expropriation have deprived them of their best land; they are denied access to the forests; all the necessities of life are dearer, and the reserves which once enabled them to tide over years of famine, such as is now afflicting the country, are only known to them by tradition.

The Arab is improvident to the last degree; unlike the hardy and industrious Kabyle, he will only work to the extent

* Lately appointed Professor of Applied Botany in the "Ecole Supérieure" of Algiers.

absolutely necessary to ensure existence; that accomplished, he ceases his labour; he rarely clears the land he cultivates, preferring rather to plough round a clump of thistles than to eradicate them. This system of agriculture may have sufficed when the whole country was his, but it certainly does not suit with the limited extent of land now at his disposal.

The amount of Arab culture may be deduced from the figures given in Table III.

Roughly the amount of land under cultivation with cereals is 7,000,000 acres, of which Europeans cultivated 3,600,000 acres and natives 3,600,000 acres. The Arab population is 3,300,000, so that they do not cultivate much more than 1 acre per head, a quantity hardly sufficient for their personal use, when the small amount of their returns is considered, leaving nothing for exportation.

Taxes.

It may not be out of place here to give a short account of the various taxes to which agriculture is subjected, for comparison with the systems in force in our various colonies. They fall almost exclusively on the native community, as it is considered that Europeans pay their due share through customs revenues and various other direct and indirect taxes, which fall very lightly, if at all, on the Arabs. The native taxes were all in force before the French conquest and have been very little changed since then. They are as follows: —

I. The "Achour" or "Hockor."
II. The "Zekkat."
III. The "Lezma."*

The "Hockor" only exists in the Department of Constantine; it is a duty on certain lands, once the domain of the Bey, and is now included in the "Achour," which prevails in all three departments, but with peculiar features in each.

In Constantine it is levied on the number of ploughs employed, and land under cultivation with cereals is alone affected by it. The superficies that can be cultivated with a plough is evidently not the same in all places; it is greater or less, according to the nature of the soil and the number and force of the animals employed. But on an average it is taken to be from 10 hectares to 12 hectares (25 acres to 30 acres).

Numerous circumstances are taken into consideration to modify the amount levied, such as the case of ploughs worked by asses, which count as half a plough. Those which are employed only in cultivating half or a quarter of the average extent of land pay in proportion; and lastly, in favour of such as are used in mountain land.

Produce, other than cereals, is rarely taxed; but in some few places millet, beans, tobacco, &c., are taxed.

The ordinary amount of the "Achour" is 25 fr. per plough, but it may descend as low as 3 fr.

* See Rapport au Senat de M. Clamageran, Senateur. Journ. Off. Doc. Par. Senat) Annexe No. 32, Session de 1892. P. 518.

During the year 1890 the following was the amount of the various ploughs which were taxed in the Department of Constantine.

TABLE IV.

ACHOUR.

Number of Ploughs.	Amount of Tax per Plough.
	Fr. c.
65,965	25 0
1,414	20 0
5,303	12 50
305	10 0
898	6 0
2,405	5 0
256	4 0
385	3 0
76,931	..

HOCKOR.

Number of Ploughs.	Amount of Tax per Plough.
	Francs.
48,785	20
9,553	10
58,338	..

In the department of Oran crops other than cereals are taxed in a much more regular and complete manner than in Constantine. They are divided into four categories—(1) orchards and plantations; (2) vineyards; (3) vegetable gardens; (4) industrial culture. The plough is not the only basis of the "Achour." Account is taken of the quality of the crops which are classified at the approach of harvest as very good, good, fairly good, bad, or nil. Thus levied, the tax is a true tithe, and as it is now levied in money instead of, as formerly, in kind, an official tariff is established fixing the value of wheat at 22 fr. per quintal (17*s.* 6*d.* for 2,250 lbs.), and of barley at 11 fr. (8*s.* 10*d.*).

The mean of this tax during the past 10 years was 53 fr. per plough, which is equivalent to 5 fr. per hectare (1*s.* 8*d.* per acre). In 1890 43,174 ploughs were taxed, of which 41,013 were for cereals. The harvest was classified:—

Description.	Number of Ploughs.
Very good	4,879
Good	15,089
Fairly good	15,218
Bad	5,736
Nil	2,072

In the Department of Algiers the same system is employed, with this difference, that the amount of barley and wheat which each plough can produce is calculated in advance. The presumed proportion is two-thirds of barley and one-third of wheat. The tax is rather less than in Oran, 66 fr. for a plough, or for 10 hectares when the harvest is very good, and 44 fr. when it is only fairly good.

In all the three departments the tax is paid by the actual cultivator, whoever the proprietor may be. Land belonging to a European, but let to a native, is liable to it; such land is only exempt when the owner cultivates it himself, or with the aid of European or native-paid labour.

II. The "Zekkat" prevails throughout the whole of Algeria. The amount of this tax is:—

	Amount of Tax.	
	Fr.	c.
On every camel	4	0
„ bullock	3	0
„ sheep	0	20
„ goat	0	25

Horses are not taxed at all. This immunity is of very ancient date, and has been maintained by the French to encourage the breeding of horses for the army.

Asses also are exempt. This tax produces much more than the "Achour." The average receipt from it between 1886 and 1890 was 7,296,787 fr., while from the "Achour" it was only 5,818,937 fr.

III. The term "Lezma" is applicable to four kinds of tax—(1) a graduated capitation tax in the Kabylia of Djurdjura; (2) a fixed capitation in the Kabylia of Babor; (3) a tax of from 20 c. to 25 c. on palm trees in the oases of the Sahara; and (4) a fixed subsidy of 600,000 fr. on the country of the Beni M'zab, which they portion out amongst themselves.

The average amount realised from all these sources between 1886 and 1890 was 16,442,795 fr. per annum.

The Governor-General, in his address to the Conseil Général, in January of the present year, states that an inquiry into all

these taxes has been completed, the opinion of the most competent natives has been solicited, and a commission, appointed by the Government, has recommended the suppression of the "Hockor," but the continuance of the "Achour" and "Zekkat," with certain modifications so as to make them uniform in the three departments, and that Europeans cultivating "en pays Arabe" shall pay the "Achour."

The fiscal system, as far as Europeans are concerned, is very similar to that of France, but with some important modifications. This, however, is hardly an agricultural question.

The extent of land under cultivation with vines, and the amount of wine produced during 1891, was as follows:— Vines.

TABLE V.

Departments.	Superficies Planted.	Wine Produced.
	Hectares.	Hectolitres.
Algiers	41,229	1,727,202
Oran	44,702	1,544,571
Constantine	23,528	747,196
Total	109,459	4,018,969

In 1890 the amount of wine produced was only a little more than half of this quantity. The yearly increase is very remarkable.

TABLE VI.

Year.	Quantity.
	Hectolitres.
1881	283,549
1882	681,335
1883	821,584
1884	890,899
1885	967,825
1886	1,667,948
1887	1,903,011
1888	2,761,178
1889	2,578,038
1890	2,331,686
1891	4,018,969

The last-quoted amount is equal to 8,841,118 imperial gallons.

The cultivation of vines in Algeria, at least to any considerable extent, is of quite recent date. There were no ancient traditions to bind or to assist the planter as in other countries. Everything concerning the adaptability of the soil and the choice of plants had to be discovered by experience. Planters groped in the dark,

and the main idea with many was not to produce the best wine, but to obtain the greatest possible quantity, and to sell it as speedily as possible for any price that could be obtained, heedless of the self-evident fact that quality and quantity are hardly compatible.

Others, more ambitious, tried to imitate the well-known wines of France, which are produced there by vines which have been acclimatised on its soil and in its climate for centuries. Even there the vines of one district will not produce the same wine if transplanted to another, far less if transferred to so totally different a country as Algeria. Good wine can be grown in every part of this colony, but the varieties must and ought to be distinguished by the names of the district in which they are produced. We shall have the wines of Algiers, of Constantine, of Medeah, &c., as there are wines of Bordeaux, of Beaujolais, of Yonne, &c.; and it is far better to perfect such by intelligent selection of the best possible plants rather than to force nature to modify a multitude of varieties which do not suit the soil in which they are planted.

The Agricultural Society of Algeria lately charged M. Pulliat, Director of the Practical School of Agriculture at Ecully (Rhône) to make a thorough study of the vine in Algeria. I subjoin some extracts from the interesting report which he has made, and which has been published in the "Algérie Agricole," No. 84, in June, 1892.

The mode of culture in Algeria is almost identical with that generally adopted in the south of France; the same insects infest the plants, though in different degrees, and in some places the same birds and the same familiar wasp devours the mature grapes. Add to these the jackal, unknown in Europe, and the sirocco wind, which often destroys an entire crop in a few hours, and it will be understood that viticulture here is not always plain sailing.

The phylloxera made its appearance in various parts of the colony in 1885, first at Tlemçen, then in the extreme east of the department of Constantine. Algiers alone has entirely escaped.

One of the greatest difficulties the colonist has to encounter is the want of skilled labour. European "vignerons" are difficult to obtain and cost too much: natives are too inexperienced. Yet he is generally obliged to have recourse to the latter, and to do as best he can with them.

Fortunately land is obtainable at reasonable rates; the cost of a hectare of vines, including all expenses, from the moment it is cleared of brushwood, till it becomes fully productive, with its share of the necessary roads, cellars, and all the plant required for vinification, on a moderately large estate, may be put down at from 4,000 fr. to 5,000 fr. (160*l.* to 200*l.*). No one who has less than 4,000*l.* at his command should dream of undertaking such an enterprise.

The cost of cultivating a vineyard may be stated at from 250 fr. to 500 fr. per hectare (4*l.* to 8*l.* per acre) per annum, and

should produce from 30 hectolitres to 40 hectolitres (660 gallons to 880 gallons) of wine, worth about 40*l.*

It is not uncommon to find colonists who have originally sunk from 25,000 fr. to 40,000 fr. (1,000*l.* to 1,600*l.*) in the creation of a vineyard, and increased its extent year by year with the produce of their crop, making in a few years as much as from 10,000 fr. to 20,000 fr. (400*l.* to 800*l.*) a year. But to arrive at this result the colonist must not begin, as many do, with borrowed capital, and he must devote himself entirely to his work and be independent of paid superintendence.

Three varieties of vines, of Spanish origin, form almost exclusively the basis of Algerian vineyards. These are:—

1. The Alicante or Grenache.
2. The Carignane or Bois dur.
3. The Mourvèdre or Espar.

The first, which at the outset, was the variety most generally planted, has lost much of its favour; it is very fertile but soon exhausts the soil. It does not stand much moisture, and only succeeds well in rich and deep soil. It should never be planted in conjunction with other varieties. In places where frost occurs in spring, its early vegetation exposes it to considerable risk, and it is very subject to all the cryptogamic and other parasitic scourges which afflict vines generally. It also suffers severely from the sirocco. The wine made from it is rather light, of a fine colour and strong in alcohol. It is much used to impart these qualities to the produce of other varieties.

The Carignane produces abundantly, but requires a rich, permeable and deep soil, free from damp; it succeeds well in rocky ground, vegetates late and is not affected by spring frosts. It also bears early and produces a fair harvest in its third year. Under favourable circumstances it yields as much as 100 hectolitres to the hectare (880 gallons per acre).

The wine is rich in colour, but rather rough and coarse, it requires to be mixed with softer qualities. The plant suffers considerably from the anthracnose, the oïdium, and mildew. It does not resist the sirocco well. In spite of all these disadvantages it is the variety most extensively cultivated, not so much for the quality of its wine, as for the abundance of its production and the longevity of the plants.

The finest of all the varieties is the Mourvèdre. It does not produce largely, but very regularly; it is vigorous, hardy and grows in almost every kind of soil; the fruit ripens rather more slowly than the others. It resists parasitic diseases and the sirocco well. This vine is indispensable to viticulturists who desire to produce alcoholic wine of a rich and solid colour, a quality especially valuable in *vins de coupage*, for which purpose nearly all the wine grown on the littoral is employed. It is also useful for wine intended to be drunk by itself; it makes a good basis for such and is mixed with choicer grapes to produce the necessary flavour.

The Morastel grape is quoted as being used in some vineyards,

but it is doubtful whether there is really any of it in the country; what is usually shown as such is simply Mourvèdre, which it greatly resembles.

The Aramon is a native of Languedoc; it produces largely, grows anywhere, but its quality is generally in proportion to the richness of the soil in which it is planted. The soil and climate of Algeria do not seem well suited to it, and the wine made here never equals that produced in its native plains. For these reasons it is not a favourite variety with the Algerian colonist. On the other hand, the fruit is greatly esteemed for the table, but it must be eaten at home, it will not stand transport.

The Boudalès or Cinsaut is also a Languedoc vine, where it is much cultivated both for the table and for wine. In Algeria it is not much grown, and only for mixing with other varieties. It is especially useful for producing white wine. It grows best on hill sides, but requires frequently to be manured. It vegetates late, and so does not suffer from spring frosts.

The Ulliade or Œillade, which is often confounded with the last, is little grown. It was introduced from Spain and is generally found near Mascara. It yields a good light wine, but it is wanting in colour and tannin; it is not much sought for in commerce.

The Petit Bouschet is much esteemed for the colour of its wine and, as the fruit ripens early, it is valuable for export to the Paris market; but it is not one of the varieties, the cultivation of which can be recommended.

The Cabernet, a most valuable variety, thrives wherever it is planted, and is one of the very best which a colonist can select. It is hardy, resists well the numerous diseases to which vines are subject and adapts itself to almost any soil. The wine made from it is excellent, either for separate use or for blending. It comes from the district of the Bordelais, where the most famous wines are produced—Château Margaux and Château Lafitte.

Ferrana and Aïn-el-Kelb are two varieties of indigenous vine, much employed in the manufacture of white wine. They seem to be identical with the Clairette and Ugni of France, which produce good ordinary wine there.

The Picpoule may also be cultivated advantageously for white wine: it is used in Languedoc and l'Hérault; it is late in ripening and may thus be gathered at a more favourable time than many others.

The Muscat is also cultivated to some extent for the production of sweet wines, but they are far from equalling the famous brands of Frontignan produced in the Hérault before the invasion of the phylloxera.

There are many other varieties, but of less importance than those before mentioned.

It seems to be established that the best wines for Algeria are those whose fruit ripens at the end of September or beginning of October. The wine then made is more fresh and agreeable than that made from grapes which ripen during the great heat of August. For the same reason the wines of the high plateaux, from 1,800

to 2,500 feet above the level of the sea, are more appreciated and fetch a higher price than those grown on the littoral.

The objection usually made, and not without reason, to Algerian wines is that they are generally too alcoholic, too dry, and not sufficiently refreshing for ordinary consumption. The reason of this may partly be due to the heat of the climate, and partly to an injudicious choice of plants. In fruit which reaches maturity too early the stalks become dry before it is collected, whereby they fail to impart that freshness and astringency which they would otherwise communicate to the wine.

The conclusion to which M. Pulliat comes is that the best varieties of vines to cultivate in the low lands of Algeria are the Mourvèdre and the Carignane. The former produces wine solid, strong in alcohol, rich in colour, ripening late, comparatively exempt from disease and carrying well. The latter has many faults but more than a corresponding amount of advantages, and a mixture of the two affords the best "vin de coupage," which, after all, is the great desideratum of the Algerian cultivator.

It is only on higher land that really good wine for direct consumption can be grown with advantage, and for such purposes other varieties may be grown, especially the Boudalès and the Cabernet.

In estimating the value of the wine crop of Algeria the number of hectolitres produced must not alone be cited; some account must be had of the amount for which the producers are able to dispose of their wine. In 1885 the 967,825 hectolitres were estimated as being worth 2,417,500 fr., in 1890 the 2,331,686 hectolitres represented 3,264,360 fr., and in 1891 the 4,018,686 hectolitres are stated as being worth 4,822,762 fr. Thus, since 1888 the amount of wine produced has quadrupled; its commercial value has only doubled. Grievous complaints are made of the impossibility of obtaining remunerative prices for Algerian wine, and instances are quoted of colonists not being able to sell their wine for more than 15 c. per litre (hardly more than 1*d.* per bottle) in the Department of Oran and 13 c. in that of Constantine.

Phylloxera.

In former reports I have chronicled the appearance, extent and ravages of the phylloxera; the rigorous means adopted to stamp it out; the destruction by fire of contaminated plants; the disinfection of the soil and the prohibition against replanting it during 5 years. These measures have been only partially successful; the Department of Algiers has, so far, escaped entirely; in that of Oran the scourge has not spread to any considerable extent, but in some parts of Constantine, especially at Philippeville, the evil appears irremediable. The opinion has been forced on the authorities that it is no use any longer fighting against it. The reconstitution of affected vineyards is regarded as inevitable, and, to spare to viticulturists here the long and ruinous experiments to which vine cultivators in the south of France have been subjected, the Conseil Général of Constantine appointed a commission to proceed there and report on the most

practical and economical means of carrying out this important work. The Syndicate of Viticulturists in the department nominated another, and the two bodies, working separately but in harmony, have collected a most instructive mass of information on the subject.

The conclusion at which the syndicate has arrived is that the only radical means for combating the phylloxera is the planting of American vines, which are not injuriously affected by it, but they express a strong opinion that the plantation of the ancient French varieties should not be entirely abandoned. The first course will be inevitable sooner or later, but in the meantime they do not consider the contamination in the district of Philippeville so serious as to render it necessary for colonists to embark in such a ruinous enterprise as the entire reconstruction of their vineyards.

They advise increased attention to appropriate manures, to measures of cultural precaution in places most threatened, and the replacing year by year of such plants as may be irremediably lost by American vines, and even complete destruction of such parts of the vineyards as may be too much infected with the disease.

Permission has now been accorded to certain proprietors in the district of Philippeville to grow American vines, and to enable them to do so to the greatest advantage, cuttings, chosen from the most approved varieties of France, have been imported into Philippeville, after disinfection. These have been distributed amongst such as will undertake to bestow the necessary care on their cultivation. It is said that 250,000 cuttings have been planted during the past 2 years, and that the sum charged by the syndicate for them at present is 70 fr. per 1,000 cuttings.

Season 1891-92.

As I have before stated, detailed statistics of the harvest of 1891–92 are not yet accessible, but its disastrous nature may be inferred from the remarks made by the Governor-General at the opening of the Conseil Supérieur in January :—

"An economic crisis of the gravest nature has marked the agricultural campaign of 1892. The persistent drought, the invasion of locusts and the sirocco have destroyed the pasturage and the cereals in the immense regions belonging to the Departments of Algiers and Oran. That of Constantine alone has escaped these scourges, at least in many places; for the most part excellent returns have been obtained there.

"The Administration has taken immediate steps to aid the population threatened by famine. The task is comparatively easy in regard to Europeans, whose industrious character and whose varied culture sustain them in evil days; but it is not so with the natives, who live entirely on the produce of the soil, and whose only resource has now failed them."

He then proceeds to detail the measures which have been taken to alleviate the sufferings of the victims; these have been, and are being, carried out with no unsparing hand. The English winter residents have gladly contributed to the needs of the distressed Arabs, and a collection of upwards of 150*l.* has been made by them at Algiers.

Agricultural prosperity here is invariably in proportion to the amount of rainfall, and especially to the quantity which falls at the opening of the season. The amount of rain during the months of September, October and the first 3 weeks of November during the past 3 years was as follows :—

Year.	Inches.
1890	11·60
1891	7·95
1892	3·73

And the total rainfall during those years was :—

Year.	Inches.
1890	51·14
1891	35·05
1892	35·14

In 1890 17·50 inches fell in December, so that when the land was sown it was thoroughly saturated, and the harvest of 1891, as we have seen, was excellent. In December, 1891, there were only 0·60 inches, with the inevitable result of a bad harvest in 1892. The remarks of the Governor-General hardly picture with sufficient fidelity the conditions of extreme misery which prevails over a great part of Algeria. Cultivators did not reap the amount of corn which they had sown, and in some places the seed did not even germinate. At the present moment, in the arrondissement of Orleansville, 20,000 natives are receiving daily supplies of bread, and demanding work at any price to keep themselves alive.

Season of 1892–93

The outlook at the beginning of 1892-93 was most gloomy, and there appeared to be a prospect that the harvest would be a complete failure. The only time which farmers have for the operations of sowing and ploughing is from the first rains of autumn till the end of the year. Cereals sown after January 1 can hardly be expected to reach maturity. Up to the middle of November only 3 inches of rain had fallen, the soil was dry and iron-bound, and agricultural operations were impossible. In the beginning of December copious, though tardy, rains fell, and by the end of the month 12 inches had fallen. Unfortunately, throughout January, 1893, the rain continued to fa. in torrents all over the colony; the high plateaux were covered with snow, in some places to a depth of 6 feet; the roads were impassable, and even circulation by rail became interrupted.

To this succeeded another period of persistent drought, and the gravest fears are entertained that the harvest of 1893 will prove a complete failure. So great is the distress that in the beginning of March a committee at Orleansville, composed of

the Sous-Préfet and other officials, issued an urgent appeal for assistance, of which I subjoin an extract:—

"In consequence of several successive years of bad harvests, the natives in the Valley of the Chéliff find themselves reduced to the blackest misery. At the present moment 1,500 of these unfortunate people, urged by hunger, have sought refuge at Orleansville. Their number is always increasing, and before the end of the week it will be doubled. The Municipal Council has constituted a committee of succour to give bread to this troop of children, women and old persons. Local charity has done all it could, but the funds collected are almost exhausted. They will hardly suffice to keep in life the numerous poor people who are crowded together in immense sheds outside our gates for 8 days. If aid is not afforded they will be condemned to die of hunger."

I have lately visited the greater part of Algeria, from Beni Saf to Bône, and, briefly, the present situation is:—Everywhere the crops have germinated well, but if rain does not fall within a few days the harvest will fail completely in many places, and will be poor everywhere. Colonists invariably base their hopes on a change of moon, but that planet has changed so often in vain that they are beginning to despair. My great hope is in the vernal equinox; if this passes without rain it will be impossible to exaggerate the danger that lies before us.*

Vine harvest of 1892.

The vine harvest of 1892 was as disastrous as that of cereals. In the Department of Algiers at least one-third of the grapes were destroyed by a terrible sirocco which occurred during the month of August and lasted 5 days. It is said that though the quantity produced is much less than in the previous year, the quality is superior.

Fruit.

It is unfortunate that the cultivation of fruit has not been attempted as extensively as that of vines and vegetables. In places situated at 500 or 600 metres above the sea almost all the fruits of Europe might be cultivated with success. In Kabylia the cherry and pear are indigenous and wild; the apricot and peach, even with such primitive cultivation as exists, grow admirably. The olive and fig tree are the main support of every family. At such places as Medeah and Miliana the gardens are full of gooseberries and currants; strawberries grow everywhere, and the apples of some of the more elevated regions could hardly be surpassed—I may almost say equalled—even in England.

Unfortunately, fruit will hardly bear transfer to other countries, and there is no market for it here. The Algerians do not understand the virtues of currant tarts, and the high price of sugar prevents the manufacture of jam.

Olive.

The olive is certainly one of the richest gifts of nature to Algeria. The colony contains nearly 6,500,000 grafted trees, but there are about 50,000,000 more in a wild state, a great proportion of which could be grafted and rendered productive.

They are rarely planted at the present day. They take a

* Since this was written a little rain has fallen in some parts of the colony; none at all in the neighbourhood of Algiers.—May 10.

long time to reach maturity, and the colonists are in too great haste to reap the fruit of their land to cultivate anything which is not likely to be immediately remunerative.

Forests.

There is no difference of opinion as to the vital importance of forests to Algeria; the climate, the water supply, the whole prosperity of the colony, depend on the preservation of what remains, and replanting what has been so recklessly destroyed during all the centuries of Mohammedan misrule.

The mania for "assimilation" which once prevailed in Algeria produced serious disaster in the regulation of the forest department. The code of 1827, which was framed for France, was declared applicable to Algeria, without taking into consideration the customs and requirements of the native population. Two-thirds of these are nomad and pastoral, whose sheep and goats are their sole means of existence. The wool is spun by the women and furnishes the only garments they wear; the goats afford milk, which is their daily food, and their tents are made from the hair of those useful animals. For these extensive pasturages are necessary.

Before the first rains of autumn have caused the grass to vegetate, and after the heats of summer have dried up the open ground, and when the stubble on the cultivated land is exhausted, they have no resources but to drive their flocks into the shade of forests, where the soil is still fresh and the under scrub yields the scanty pasturage with which these hardy animals are satisfied.

The vigorous application of the forest code would exclude them from this, and ruin both the Arab and the forest. The flocks perish and the forests are devoured by perpetual fires, as much owing to the dry grass which is allowed to accumulate as to wilful incendiarism

If the fines exacted after procès-verbal are not sufficient, the terrors of the law of collective responsibility are invoked, and the actual revenue of the forest is little more than the amount of fines levied on the unhappy Arab. The total yield of Government forest land is hardly more than 500,000 fr. (20,000*l.*), whereas the amount levied by condemnations amounted in 1890 to 1,658,958 fr. (66,358*l.*). In the much abused military territory such condemnations are unknown.

Not a year passes without the Conseils Généraux formulating a recommendation that the land classed as "forest" by the Administration, and which is only such in name, should be given up as pasturage to the Arab, but hitherto the forest department has resisted strenuously all the attacks made upon it. The present Government is beginning to realise that this state of things is neither just nor profitable, and the report of M. Guichard suggests reforms and a thorough reorganisation, which will be submitted for legislative sanction.

The total superficies covered with forest, including much that is mere brushwood, is 3,247,692 hectares (7,614,230 acres). Of this nearly one-quarter is in remote parts of the country, and is not capable of being successfully worked. 78,685 hectares

(196.712 acres) belong to communes and yield nothing, 468,395 hectares (1,171,987 acres) belong to private parties, and 1,754,256 hectares (4,385,640 acres) to the State.

But all forests are not alike; if we deduct what is unproductive as such, and only fit to yield fire-wood, the remainder will fall wonderfully short of the above areas.

The principal products are—

Products.	Area.	
	Hectares.	Acres.
Aleppo pine	811,055	2,027,137
Chêne vert	738,067	1,745,190
Cork oak	453,820	1,134,550
Chêne zéen	53,826	134,562
Cedar	37,910	94,725
Maritime pine	5,000	12,500

Of all these the only one of any considerable economic value is the cork.

The amount of timber produced is insignificant. During 1889 the forest department realised only 153,000 fr. (6,120*l.*), or less than 1 farthing per acre! Oak forests cannot, therefore, be regarded as profitable; it is cheaper and better to import timber from abroad than to employ that grown in the colony. The resinous products of the pine forests are no less valueless, and cedar-wood is only useful for the manufacture of fancy articles and furniture.

But it is different with the cork oak, a tree which is only found here, in the south of France, in Spain, Corsica, Sardinia, Portugal, Sicily and Tunis; that is to say, in the Mediterranean region between 84° and 45° north latitude.

One of the most difficult problems connected with cork forests is how best to obviate the unfortunate fact that the more they are turned to good account the more they are threatened with utter extinction. Before cork of any commercial value can be obtained from the trees, they must be stripped of the virgin bark, which was their sole protection from forest fires; they are thus left entirely unprotected for 6 years, and even afterwards the thin layer of marketable bark is utterly insufficient to enable them to resist the flames.

The result of M. Guichard's investigations have induced the Commission to submit the following recommendations for legislative sanction: —

1. To name a commission to draw out a new forest code for Algeria.

2. In the meantime to promulgate decrees regulating the use of forests by the Arab flocks.

3. To abrogate the law relative to the interdiction of pasturage and clearing of land in the forests.

4. To delimit the actual forests in which there is timber of any considerable size.

5. To remove from the supervision of the forest department land merely covered with brushwood.

6. To create an "Institut Forestier Algérien" at Algiers for the instruction of officials coming here from France.

7. To increase the salaries of forest officials.

8. To abrogate the decrees relative to the service of forests, as recommended in the report of M. Jules Ferry.

Locusts.

In last year's report I gave fully detailed information regarding the locusts which ravaged Algeria during 1890–91, and of the measures adopted for combating them. During 1892 the war continued, both against the Morocco variety ("Stauronotus Maroccanus") and the pilgrim locust ("Acridium peregrinum"). The former oddly appeared in a few places, and did no serious injury, except in the localities where they deposited their eggs. This was not the case with the pilgrim. Ever since the invasion of 1891 they had continued to ravage the extreme south of the high plateaux and the region of the Sahara. In January and February, 1892, they commenced to spread northwards; in March they invaded the Tell, and at the end of that month they deposited their eggs beyond Djebel Amour and the Aurès Mountains. In April flights traversed the "cercles" of Saïda and Tiaret, and arrived at Tlemçen, following the valley of the Tafna, as far as Nemours.

In the Department of Algiers they invaded the communes of Teniet-el-Ahd, Boghari, and Berrouaghia, laying their eggs over a surface of 18,000 hectares. In May the invasion attained its maximum of intensity. The arrondissements of Mostaganem and Oran suffered considerably, and flights ascended the valley of the Cheliff to Djendal, Hammam-R'hira, Gouraya, and on to the sea at Tipaza. Hence they followed the littoral to Cherchell in one direction and to Castiglione and Cheragas in the other. About the middle of May they entered Kabylia by Palaestro, and passing through the valley of the Issers, arrived in the Metidja.

They also invaded the Department of Constantine, but to a less serious extent than in the other two.

Great efforts and sacrifices were made by the Government to destroy the eggs and young criquets, but they would hardly have been as successful as they proved without the aid of a beneficent parasite, the larvæ of a fly, the Idia fasciata, which destroyed immense quantities of eggs in various parts of the Tell. In spite of all efforts the ravages of the locusts are considerable; much of the cultivation under the palm trees at Biskra was destroyed. In the valley of Cheliff and in the arrondissement of Algiers 3,985 hectares of cereals and garden produce were devoured, and 400 hectares of vines were seriously injured.

The prospects of the present season are not re-assuring. The pilgrims which seemed to have quitted the Tell and the Saharan region have made a new irruption, and it appears certain that the

war against both varieties will have to be renewed as vigorously as before.

Hydraulic works.

It has been said that in a country like Algeria, so entirely dependent on a precarious rainfall for prosperity, the policy of the Government should be a hydraulic policy. Yet her credits allowed for irrigational works are very small. The budget for 1892, like that for 1891, provides only for an expenditure of 600,000 fr. (24,000*l.*).

The value of irrigational works is undoubtedly very great, if only the two great objections to them can be overcome; they have an unpleasant tendency to burst, and they inevitably become silted up in the course of a few years, either with a débris of stones and sand, or, what is much worse, with clay.

The bursting of reservoirs is a misfortune which has occurred all over the world and in all ages. The first and most disastrous instance recorded is that of the great dam of Mareb, in the country of the Queen of Sheba. It took place about 120 A.D. after it had stood for nearly 1,700 years. Its rupture destroyed the whole city of Mareb with the neighbouring town and villages, and reduced what was once the garden of Arabia to a state of utter desolation and ruin.

I allude to it here because it so closely resembled modern hydraulic works in Algeria. It was situated between two hills which, when joined by the dam, formed the reservoir. This has rarely been seen by any European, but M. Arnaud, a French traveller, visited it in 1843. The ruins of the stone dyke were still perfectly visible, it was 300 paces long and 175 paces thick. There were several sluice gates through which the water was allowed to escape into the plains beyond, at different levels, so as to secure a constant supply of water for irrigation.

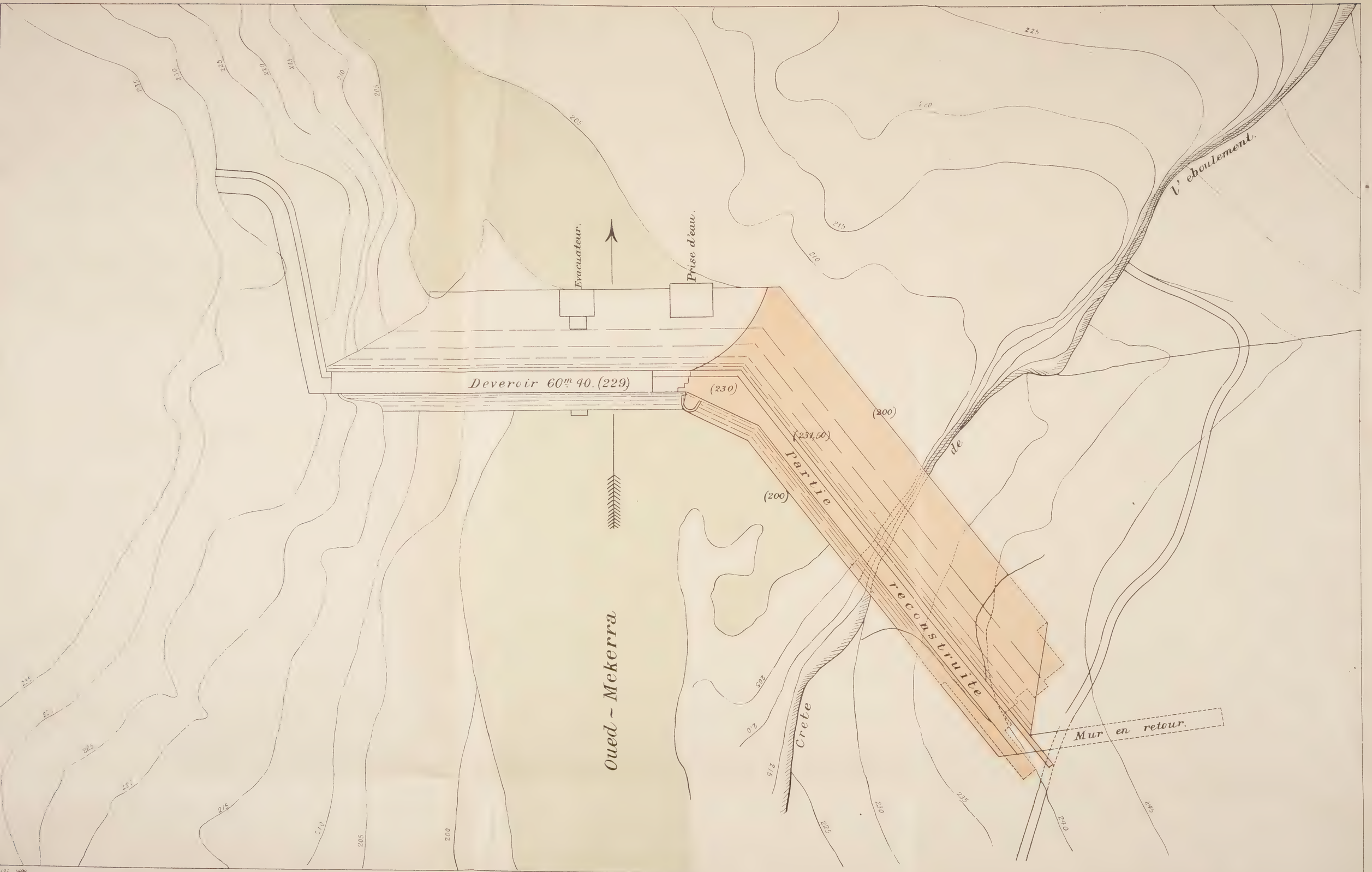
This rupture is mentioned in the Koran as the Sail-el-Arim, or "rush of water from the reservoir."

It is reported that the subject of barrage reservoirs is occupying public attention in Australia. It occurred to me that should this be the case, the Australians may like to know something of what has happened and is now being done in Algeria, a country very similar as regards climate and agriculture to some parts of their own continent. I therefore determined to visit the three chief irrigational works in the Department of Oran, which I had not done since the disasters which befell the two first, and the attempts made to clear out the third. I cannot, however, give more than a very short and untechnical account of each.

Barrage of the Cheurfas.

The first of the barrages which I visited, is that of the Cheurfas, near St. Denis du Sig. Three kiloms. south of the town was an old Turkish barrage, built at the point where the steep and narrow valley of the Oued Mekerra emerges into the plain. An inundation destroyed this, and a new one was built in 1858 capable of storing 3,000,000 cubic metres of water, a quantity sufficient for the irrigation of 2,000 hectares of land in winter and 800 hectares in summer. This was found insufficient, and it was

PLAN OF THE BARRAGE OF CHEURFAS.



Harrison & Sons. Lith. St. Martins Lane, W.C.

determined to construct a much larger one 10 kiloms. higher up the stream; it was calculated to contain 18,000,000 cubic metres of water, a reserve sufficient to last for 5 years. Some idea of this volume of water may be formed by imagining 1 hectare of water with a depth of 1,800 metres, or a column of water, the base of which was an acre, and the height equal to that of Mont Blanc.

This was filled for the first time during the winter of 1884–85. I went to see it on February 8, 1885, and was standing on the lower barrage, when the upper one burst; the lower one speedily followed; I just managed to reach a place of safety when the whole country, almost as far as the eye could reach, was covered with water, carrying away in its course Arab villages, haystacks, cattle, carts, &c., with irresistable violence. Fortunately it happened before dark and few lives were lost, but all the bridges were carried away, and the gardens and plantations around the town were destroyed.

As it was only the water of this reservoir which redeemed the place from sterility, there could be no question as to the necessity of its re-construction. This was accordingly undertaken by a syndicate, under the superintendence of the Ponts et Chaussées, and it was to examine this re-constructed work that I visited Sig during February of the present year.

The original barrage was a dyke across a barren part of the valley between two scarped hills of soft sand, in many places hardly of the consistence of rock. Here and there appear large masses of harder stone, and it was on one of these, to the east of the river bed, that the dam abutted. This was thought to be a safe foundation, but, as events showed, it was only an isolated mass embedded in the sand. Infiltrations around it caused the rupture, the dam itself never gave way.

The re-constructed work is shown in the accompanying plan and section.* Its interior height is 30 metres, and when full it will contain 18,000,000 cubic metres; instead of being rebuilt in a straight line as formerly, the new dyke forms an angle of 128 degrees with the old portion, the object being to find a more solid foundation in the mountain, into which it is built to a depth of from 12 to 13 metres. It is provided with a sluice gate worked by hydraulic machinery.

During the visit which I lately paid to it, there was but a very small reserve of water, quite insufficient to irrigate the land around Sig during the approaching summer. It has not been filled since its reconstruction; one cannot but feel rather nervous regarding it when there is a great pressure of water within, as infiltrations of water around the opposite end of the dyke to that which formerly gave way are manifest, and unless some steps are taken to consolidate it the rock may possibly give may here as it did formerly on the other side.

* I am indebted for these plans to M. Genty, Ingénieur en Chef des Ponts et Chaussées at Oran.

There is telephonic communication between the town of Sig and the barrage, so that the flow of water through the sluice-gates can be regulated according to the requirements of the time. Thence it flows in the natural bed of the river till it reaches the smaller barrage, which has not been rebuilt, only cut down and levelled and provided with canals to the right and left for the irrigation of the land beyond.

Barrage of Oued Fergoug.

The next barrage I visited was that of the Oued Fergoug, which crosses the valley of the Habra below the confluence of that river with the Oued Fergoug, 11 kiloms. from the town of Perrégaux. It was originally constructed by the Compagnie Franco-Algérienne in consideration of certain concessions made to it, including 24,100 hectares of land in the Plain of the Habra. It consists of a dyke of hydraulic masonry, 459 metres long at the top, in two portions, as shown in the plan; that to the left runs at an angle of 130 degrees to the other and forms the "déversoir."

This also was carried away under the pressure of exceptionally high floods on December 15, 1881, drowning upwards of 400 persons, mostly Arabs and Spaniards. In the town of Perrégaux there was a depth of 5 feet of water in the houses and streets, and long stretches of embankments both on the Oran and Algiers Railway and on that to Saïda were swept away.

The system of discharge is of a very simple nature. There are two sluice-gates acted upon by a screw worked from the top of the barrage, but it is inefficient and will shortly be replaced by hydraulic machinery. The depth of water at the wall should be 32 metres and the capacity of the reservoir is 32,000,000 cubic metres. The area of the land which it is intended to irrigate is 36,000 hectares. The reconstruction was completed in 1885 with a new profile. During my visit there was a comparatively small quantity of water in the reservoir, sufficient, however, to tide over the approaching summer. I observed a symptom which appeared to me of an alarming nature; the water was filtering through the rock on which the dam abutted to the extent of 6 litres per second. There is also a percolation through the dam itself, which is probably not of much consequence. The effect of this is curious; the water being highly charged with carbonate of lime has encrusted the masonry with a coating of stalagmite, which has quite the appearance of stucco.

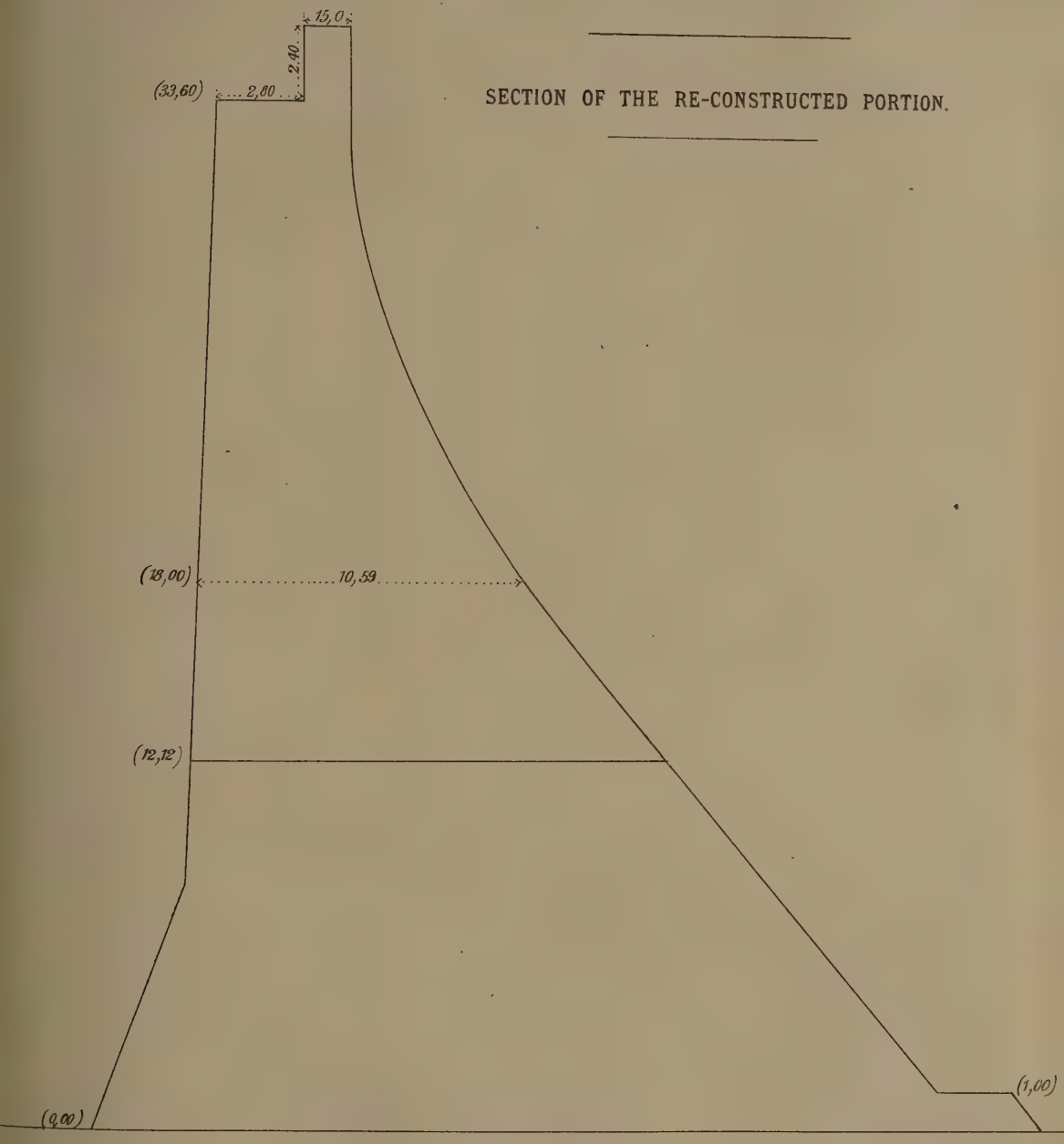
The original cost of this work is stated at 7,000,000 fr., and the reconstruction cost 3,700,000 fr.

Barrage of the Djidouia.

The third barrage which I visited was that of Djidouia, about 7 kiloms. from the village of St. Aimé. It is much smaller than either of the two others. Like them, it consists of a dam built across the gorge of a valley; it is of cut stone and hydraulic cement, 50 metres in length, 17 metres in height above the foundations, which have a further depth of 11 metres. The breadth of the base is 11 metres and that of the top 4 metres. It is calculated to contain 2,500,000 cubic metres of water, and the lake thus formed extends backwards to a distance of 2½ kiloms.

BARRAGE OF THE OUED FERGOUG.

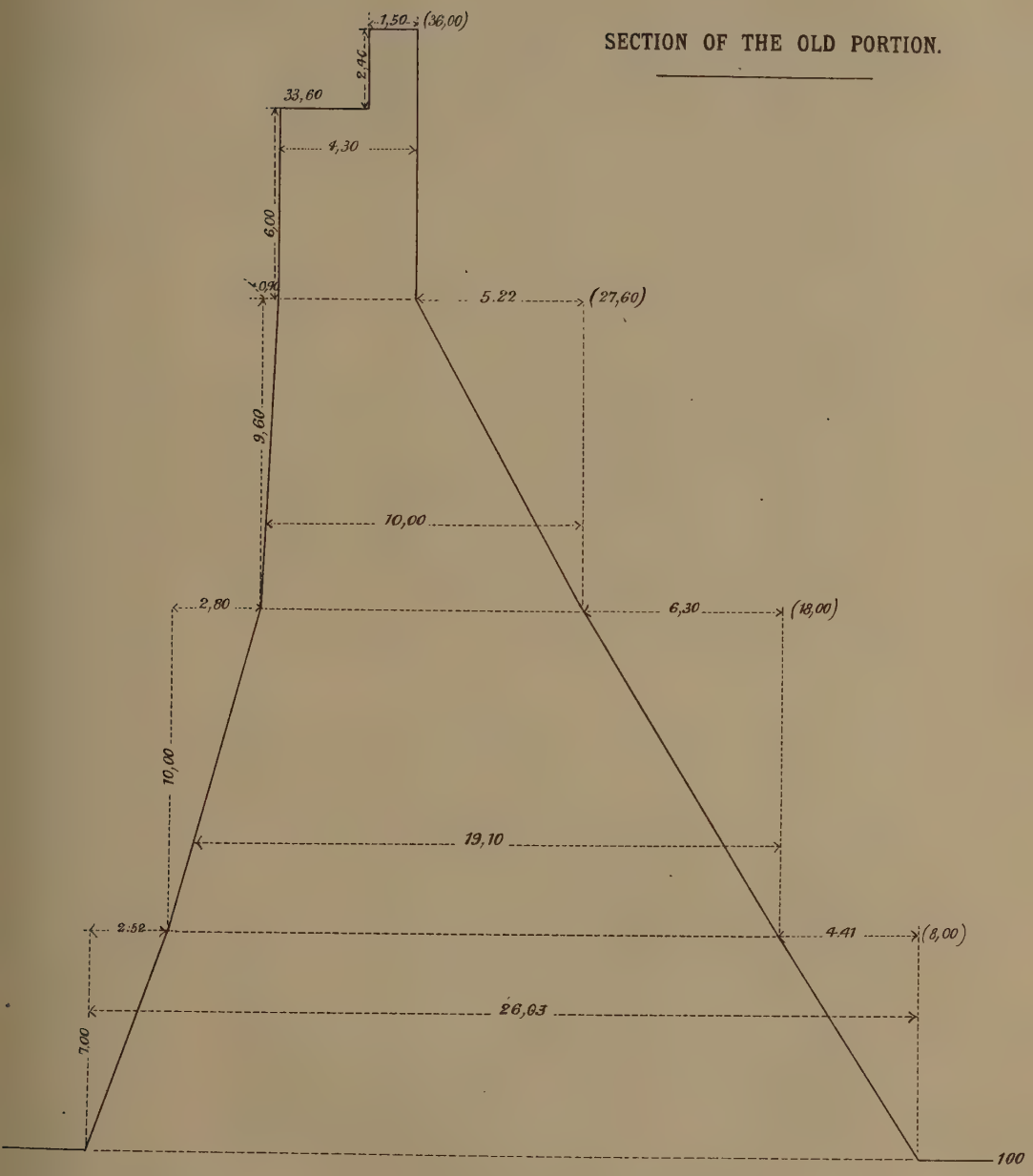
SECTION OF THE RE-CONSTRUCTED PORTION.



Harrison & Sons. Lith. St Martins Lane. W.C.

BARRAGE OF THE OUED FERGOUG.

SECTION OF THE OLD PORTION.



Harrison & Sons, Lith. St Martins Lane, W.C.

It is intended to irrigate between 3,000 and 4,000 hectares of land (from 7,500 to 10,000 acres).

The country round is full of argillaceous soil and since my visit a few years ago it had got completely silted up with hard tenacious clay. Under these circumstances the work had either to be abandoned or some means had to be employed for emptying it.

A most ingenious apparatus has been invented by M. Jandin, a hydraulic engineer of Lyons. I cannot do more within the limits of such a report as this than give a mere sketch of it, but I am sure that M. Jandin* would gladly supply any further information that might be required. This is the first and only apparatus of the kind that has yet been constructed, though it is intended to apply it to several other barrages in the colony.

Owing to the accumulation of clay before mentioned, the apparatus has been working to great disadvantage. The inventor alleges that it should have been adapted to the dam while the latter was being built, and that it should have been kept regularly at work from the first, especially during the winter season, when a sufficient quantity of water may be assumed to exist to float the dredger and to scour out the deposit in the reservoir. Thus the initial cost would have been much less, while the sale of water for agriculture would have repaid the current expenses and an amortisement towards the original cost.

The expense of keeping up this apparatus under favourable circumstances need not be great; a single skilled workman, aided by a few natives of the country, would be sufficient. The sluices can be opened and shut by a single workman in a few minutes.

In the present instance the work has been complicated and the expense increased by having to employ steam as well as hydraulic power to work the dredge and cutter, which would not have been the case had the apparatus been fitted from the first, as the inventor recommends.

The dredging apparatus consists of a metallic tube or conduit, about 50 centimetres in diameter, the lower end of which traverses the barrage by the ordinary sluice-gate, which can be easily opened or shut by hydraulic machinery. The intermediate portion is kept at a slope, part of it only a short distance from the surface, by means of floats or buoys. The upper extremity, at the dredging boat, is applied to the mud which it is intended to remove. The difference in level between the two ends forms a current sufficient to carry off the solid matter in deposit.

The floating tube or conduit is provided with articulations, which allow the dredger to be moved from one side of the reservoir to the other, but it must be lengthened or shortened when it becomes necessary to change the position of the dredger in the opposite direction.

This, under ordinary circumstances, is all that may be

* His address is Henry Jandin, 28, Cours Morand Lyons.

necessary, but, in the present instance, owing to the extreme tenacity of the clay with which the reservoir was filled, a cutting apparatus, something like the screw of a steamer, but with many sharp blades, had to be adapted. This is acted on by a turbine and revolves near the upper end of the conduit.

In spite of the great force developed by this turbine (200-horse power), the quantity of clay excavated is not enough to charge the water which passes out with a sufficient amount of solid matter. It only contains from 4 per cent. to 5 per cent., which may be taken as the normal amount washed down by the torrent, and therefore always replacing that expelled. The inventor maintains that, under such circumstances as he recommends, at least 16 per cent. would be evacuated.

The longer the work of dredging is delayed not only is the difficulty increased and the proportion of solid matter ejected less, but, what is most important, there is a greater waste of water in the operation.

Notwithstanding these disadvantages and the small reserve of water in the reservoir, the operation of clearing it out has made good progress, though at a great cost. The apparatus has not been purchased from the inventor; he works it on his own account and is paid at the rate of 20 c. for every cubic metre of clay removed.

An estimate of the probable cost of a fairly large barrage fitted with the apparatus has been given me by M. Jandin. It is as follows :—

Description.	Amount.
	Francs.
Cost of constructing a barrage of hydraulic masonry capable of containing 25,000,000 cubic metres of water	2,000,000
Cost of applying the necessary fixed apparatus to the sluice gates, and that for dredging, including the prise d'eau for the hydraulic machinery	200,000
Dredging materials for a length of 2 kiloms.	400,000
Canals for irrigation and distribution	100,000
Total	2,700,000
Equivalent in sterling .. .. £	108,000

The annual expenditure would be :—

Description.	Amount.
	Francs.
Interest at 4 per cent. on the amount invested	108,000
Amortisement in 20 years	20,000
Labour employed	30,000
Repairs to machinery	5,000
Keeping up canals	12,000
Total	175,000
Equivalent in sterling .. .. £	7,000

The annual revenue would be about the following:—

Deducting 15,000,000 cubic metres of water for waste in dredging, there would remain 60,000,000 cubic metres for use in agriculture, a quantity sufficient to furnish a stream of 1,900 litres of water per second. Estimating the value of 1 litre per second as being worth 200 fr. per annum, the revenue from irrigation would be 380,000 fr. (15,200*l.*). This in addition to any further use to which the water might be put, such as affording motive power to mills, dynamos for electric light, &c.

Considerable economy might be effected by following an inverse course to that adopted in Algeria. Instead of launching out at once into works of monumental dimensions, a small dam might be made in the first instance, and increased in height (and therefore capacity) as necessity may arise or funds be available.

Colonisation.

The question of European colonisation is still the subject of anxious consideration and controversy. It is surrounded by many difficulties. A great part of the land throughout the colony is the undivided property of Arab tribes, and transactions for the purchase of it are neither easy of accomplishment, nor are the titles always good. This tenure is styled "arch" or "sabega."

Freehold property ("melk") is comparatively scarce, but even in regard to it the complexity of the Arab family is so great that it is not always easy to ascertain exactly who are the true proprietors of it.

Of State land there remains very little unappropriated, in spite of the 447,000 hectares (1,117,500 acres) confiscated after the insurrection of 1891. What remains is scattered in small parcels over the colony.

The State has always undertaken the task of colonisation by procuring land for immigrants, and planting in Algeria a population, essentially French, capable of acting as a counterpoise to the foreign element of which it is so largely composed, and of which the authorities are so jealous. With this view free concessions were liberally granted, and villages constructed by the local authority. This policy has been severely criticised, yet one Government after another has followed it with little variation, and even now it is not without its advocates amongst the best authorities on Algerian subjects.

Five different systems of colonisation have been attempted, each of which has lasted about 10 years. Between 1840 and 1850 Maréchal Bugeaud adopted that of gratuitous concessions, revocable under certain conditions. From 1850 to 1860 Maréchal Randon continued gratuitous concessions, but modified the conditions under which they might be revoked, and permitted the land to be cultivated by persons other than the original concessionnaires. From 1860 to 1870 land was sold by public auction or by private contract. From 1870 to 1880 concessions were made to companies, and in 1880 the system of concessions to small colonists was resumed, together with the sale of land by auction or at a fixed price.

Torrens Act.

Great hopes are now entertained of the application of what is called the "Torrens Act" to Algeria. It is expected that this will aid colonisation by giving a ready and simple method of transmitting property without the endless formalities prevalent in France, and which have been transplanted into Algeria.

This system was introduced into Australia by Sir Robert Torrens in 1855. It provides for absolute publicity regarding all transactions in land, and gives to the owner a title as simple and as easily transferable as if it were a bank note.

A "projet de loi" was prepared by Monsieur Tirman in 1886, which included the three following points :—

1. The creation of "livres fonciers" easily accessible to the public, and the organisation of a system of titles to property.

2. The modification of the existing system of treating mortgages.

3. The establishment of a "purge spéciale" destined to consolidate the pre-existing titles to a property before submitting it to the action of the new law.

The principal innovation created by this law would be the possibility of transmitting mortgages on property by simple endorsement on the title deeds. The law is still under consideration.

Enquiry office.

A "bureau des renseignements généraux" has been opened by the Government of Algeria at Paris, the object of which is to afford information to French agriculturists regarding the sale of State lands, without subjecting them to the long delay which a reference to Algiers would inevitably entail.

Effect of new tariff.

The new tariff is expected to produce beneficial effects on the agriculture of Algeria. It is hoped that the cultivation of vines especially will increase; that other branches of agricultural industry, now almost dormant, may produce great results in the future; and that the Arab as well as the European colonist may enter into an era of prosperity such as they have never yet known. The critic would be scouted who ventured to suggest that perhaps the wish was father to the thought.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty,
(75 5 | 93—H & S 1494)

PLAN OF THE OUED FERGOUG.

(5. 5/93. 1894)

Harrison & Sons, Lith. St. Martins Lane W.C.

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1198.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF NICE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1073.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow: or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—85.] *Price Three Halfpence,*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d
1095.	Port Said	1d.
1096.	Guatemala	½d
1097	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.

No. 1198.

Reference to previous Report, Annual Series No. 1073.

FRANCE.

NICE.

Consul Harris to the Earl of Rosebery.

My Lord, *Nice, April* 8, 1893.

I HAVE the honour to enclose my Commercial Report for the year 1892. I have not this year included the values of the octroi duties of Nice as I have discovered that they are levied on quantity, and that the value figures I have heretofore obtained, have not been trustworthy.

I am glad to enclose this year rather fuller reports from the Vice-Consuls under my superintendence.

I have, &c.

(Signed) J. C. HARRIS.

Report on the Trade and Commerce of Nice and District for the Year 1892.

ABSTRACT of Contents.

	Page
The season	2
The cholera scare	2
Prevailing high prices	3
High taxes, octroi and other dues	3
Steam tramway between Cannes and Mentone	3
Steam tramway to Cimiez	3
Nice improvements—	
Drain pipes	4
Covering the Paillon Torrent	4
The washerwomen in the Paillon	4
Public wash-houses to be constructed	4
Cost of the works for covering the Paillon	4
Funicular railway	4
Water supply	4
Means taken for testing the water supply	4
Railways—	
New Southern of France Lines	5
Grasse and Draguignan Line	5

Abstract of Contents—continued.

	Page
Nice to Puget Théniers Line	5
Difficulties in the construction	6
Fine scenery traversed by the railway	6
Southern of France Railway, unpunctuality punished	6
Defects of the Southern of France Railway Company	6
Double line between Nice to Monaco	7
Branch line to Sospel	7
The Harbour—	
Projected demolition of a warehouse	7
Its effects	7
Petition to the deputies of the department	7
Curious features of the petition	7
Necessity of the existing quay	8
Supply of coal to yachts	8
Shipping statistics—	
Nice	8
Villafranca	8
Imports and exports	8
Statistical tables	9–11
Trade of Cannes—	
Commercial	11
Local industry	11
Octroi	11
Local improvements	11
Health	13
Statistical tables	13
Trade of Monaco—	
Imports	15
Exports	16
Local industries	16
New railway	16
Health	16
Statistical tables	16
Trade of Mentone—	
Olive plantations	18
Lemon crop	18
Exports, imports, shipping	19
Value of land	19
Local industry	19
Railways	20
Statistical tables	20

The season.

It is becoming more and more apparent year by year that what is called the season nowadays is a very shortened period at best at all the Riviera resorts. Formerly families used to come long before Christmas and establish themselves in villas for a period of a good many months; now they mostly content themselves with as many weeks, and generally come so late that the natives, who everywhere on this coast depend for their subsistence upon the arrival of the annual flocks of visitors, invariably evince anxiety as the time arrives for their appearance, and question those who are supposed to know with regard to the long deferred advent of their countrymen and as to the prospects of the season itself.

The cholera scare.

The cholera scare last autumn, owing to the fact of a very few mild cases having occurred at Marseilles, had its full effect on the Riviera resorts, and reduced the number of visitors very considerably. Indeed it may be said of Nice that its hotels did not

fill up until the advent of the carnival festivities, and the same may be said of Cannes and Mentone. At the same time it is in my opinion not so much to such temporary causes as this that the reduction in the number of our visitors, and especially the shortening of their stay among us, is mainly attributable, but to the greatly enhanced, not to say extortionate, prices they have to pay for everything they require. Owing to the financial and agricultural crisis in most countries, people in general have far smaller incomes than formerly, while they find the demands made upon their slender purses more onerous year by year; hence, when they decide upon a visit to the Riviera they find themselves obliged to cut short their stay in proportion to the means at their disposal.

Prevailing high prices.

This question of high prices is one, therefore, which appears to require serious consideration and possibly to require revision. At the same time it is but fair to say that landlords are weighted by ever-increasing taxes and greatly enhanced so-called protective and octroi duties. I would especially direct attention to the increased burden of the house tax, which is to be taken this year on a supposed enhanced letting value, and although it is true rents have somewhat risen the taxing authorities seem bent upon making it scarcely possible for the unfortunate owner of houses to realise a profit in spite of this rise.

High taxes, octroi and other duties.

The Horse Tramway Company of Nice have, during the year, made proposals to the authorities for the establishment of a steam tramway from Cannes to Mentone, along the ordinary high road, a very narrow one in parts where it is carried "en Corniche" between the railway and the sea. The plan has caused great emotion among English visitors, and owners of villas have protested against it, whilst the powerful Paris, Lyons, and Mediterranean Railway Company have also opposed it. The Conseil Général have, in consequence, put off the consideration of the plan until their August session of 1893.

Steam tramway between Cannes and Mentone.

The owners of the zoological garden at Cimiez have applied for and obtained from the municipality the concession of a steam tramway from the town to their establishment along the Boulevard de Cimiez. Most of the villas in that quarter having access by an alternate road, whilst the said grand boulevard is of sufficient width to afford ample room for tram rails without greatly interfering with carriage traffic. There is, moreover, another reason why the steam tramway to Cimiez should be hailed as a real improvement. English people usually exalt the charms and beauties of other and smaller Riviera resorts, and see nothing in Nice but an overgrown town full of casinos, cafés, and music-halls; the reason of this is that the beauties of the country around Nice do not obtrude themselves on the visitors' notice in the same degree as elsewhere. Hence the opening up of any district like that which surrounds the flanks of Mont Chauve and rendering access to the beauties of Aspromonte, Falicon, and the lovely country at their feet, more easy, will redound to the credit of the Queen of the Riviera, while the

Steam tram to Cimiez.

interesting remains of the Roman city of Cemenelum (Cimiez) will, by the same means, be brought within easy reach of every one.

Nice: improvements. Drain pipes.

Much is being done in and about the town of Nice to make it more attractive to strangers. Part of these efforts are directed to further improving the drainage, and two iron pipes in addition to the two already existing have been laid down in the sea, one opposite the Boulevard Gambetta and one further to the west to carry out the drainage of the Rue de France. Another drain is being constructed on the west side of the harbour; but the great work undertaken last summer, and which will shortly be completed, is incontestably the covering of the Paillon torrent between the Place Massena and the sea; this will have the effect of joining the Place des Phocéens Garden and the Jardin Public across the space previously occupied by the river, thus forming a park in the very centre of Nice; nor should visitors imagine that the arches which will convey the waters of the Paillon to the sea underneath this new park are to be utilised as town drains; the drainage of Nice being already entirely carried out to sea by the four pipes above-mentioned, so that the surplus rainwater alone will be allowed to flow through the Paillon arches.

Covering over of the Paillon.

The washerwomen in the Paillon.

There will consequently be but one single source of pollution remaining from which the Paillon may still suffer somewhat, though in a very slight degree, and that is from the soapsuds of the numerous washerwomen, whose picturesque occupation may be seen in full activity between the Square Massena and the old bridge, as well as between that bridge and the Pont Garibaldi. In course of time, however, even this is to be altered, and the washerwomen are to be provided for in public washhouses, one or two of which already exist, while a third is being constructed at a cost of nearly 4,000*l.* When this improved system is completely carried out the Paillon waters will flow into the sea as clear as at their source. This arching over of the Paillon between the Place Massena and the sea is a great and costly work; it is being carried out by a company whose contract with the town is that a rental of 3,400*l.* shall be paid to them by the municipality for a period of 80 years, after which the whole becomes town property. During the 80 years in question the company are bound to provide the band which plays in the gardens.

Public washhouses to be constructed.

Cost of the works for covering the Paillon.

Funicular railway.

The plan of a funicular railway to the Château Hill, which I have more than once advocated in my reports, is still in abeyance.

Water supply.

Several letters appeared in the autumn in the English papers denouncing the connection between the St. Thècle spring drinking water supply and the Vésubie River water for irrigation and other purposes.

I was assured by the mayor and by the préfet that experiments had been conducted without the intervention of the water company, which were absolutely conclusive against any such admixture of the two sources of the water supply of Nice.

Means taken for testing the water supply.

The Vésubie pipes were, by order of the municipality, all suddenly closed without producing any diminution of pressure in

the St. Thècle pipes, then the St. Thècle pipes were closed in their turn without producing any difference of pressure in the Vésubie pipes. The outcry, however, had also been taken up in Nice, and the military authorities, anxious for the health of the regiments quartered here, procured samples of the St. Thècle water at its source, as supplied to the various barracks, both in and out of the town of Nice, and to the drinking fountains in Nice, they also collected samples of undoubted Vésubie water. These several samples, hermetically sealed, were then sent to the pharmaceutical laboratory of the 15th Army Corps at Marseilles and there analysed. The result was perfectly satisfactory as to the non-admixture of the two sources; in none of the St. Thècle samples was any taint of river water found, and the verdict given was that all the St. Thècle samples contained the same good drinking water. This corroboration by the military authorities of the assurances furnished by the municipality appears to me conclusively to settle the question, and there is no doubt whatever that up to the present Nice is infinitely better off than any of the other winter stations with regard to her water supply.

Mentone is supplied solely by means of Vésubie water, and Cannes has nothing but the Siagne water, which is also river water, and is brought in the same way in open channels along the hill sides; Beaulieu also depends on the Vésubie for its supply, and though springs are used at Monte Carlo they are insufficient. I understand, however, that a new spring is about to be tapped there, as will be found stated in Mr. Vice-Consul Smith's report.

Railways. New "South of France" lines.

I stated in my last report that the new lines of the South of France Company were to be opened during the summer between Grasse and Nice, as well as between Nice and Puget Théniers, and both were in effect inaugurated on June 15 last.

Grasse and Draguignan line.

The former is but a secondary line, destined to tap the country at the foot of the higher ranges a few miles inland of the already existing coast line; but is also considered as of strategic importance, as being out of the range of fire from the sea, and affording, therefore, a means of throwing troops and provisions into the fortified camp of Nice on any emergency.

Nice and Puget Théniers line.

The line to Puget Théniers when carried on to Digne and there joined on to the Grenoble line will be of much greater importance. It will not only place troops at any moment within easy reach of any point of the long stretch of frontier between Grenoble and Nice, but it will be an alternative line to the usual P. L. M. line between Lyons and Marseilles, and will materially shorten the distance between Paris and the Riviera.

Much, however, will have to be done before it can be utilised as an alternative line to the latter; the great tunnel between St. André and Digne has yet to be pierced, and it is at present but a narrow-gauge single line. It is true that the military authorities have insisted on a third rail being laid down, by means of which in the emergency of war the rolling stock of the P.L.M. Railway could be utilised upon both these lines; but it does seem strange that this being so, the South of France Company should not have

preferred the usual gauge and built its rolling stock in accordance with it, thus saving the future large cost of its transformation, a contingency which is certain to occur in time.

Difficulties in the construction.

The difficulties of construction encountered on these lines will be realised when I say that on the Nice-Grasse line alone, which is barely 49 kiloms. in length, there are 15 viaducts, 14 bridges, and as many tunnels. Jealousy has prevented a proper junction of the two systems at Nice, and the terminus of the South of France system is a few hundred yards to the north of Nice P. L. M. Station, while so far there is no connection between the two even for goods traffic.

Fine scenery traversed by new railway.

The scenery along both the New South of France lines, but especially along the Grasse line, is very beautiful, and bids fair to become, when the new lines are better known, one of the great attractions of the Riviera. Some of the sites, such as the gorge of the Loup River, are already celebrated among artists and excursionists. The splendid gorge in question forms a veritable "Via Mala" situated between the mountains of Courmes and Courmettes, and leads up into the recesses of the Maritime Alps.

Southern of France unpunctuality punished.

It may be interesting, with regard to this subject of railways, to mention a trial which took place the other day before the Commercial Court of Grasse in order to show that, in this country at least, passengers are not without some remedy against unpunctuality and its consequences. Two passengers having taken the South of France train from Montauroux to Grasse, which was timed to arrive at the latter place at 6.54, intending to cross over to the Paris, Lyons, and Mediterranean Station in time to catch the train leaving at 7.18 for Cannes, missed the latter though the distance between the two stations is not more than 5 or 6 minutes' walk at the outside), owing to the extreme unpunctuality of the South of France trains, and brought an action against the company. The Court decided in their favour on the ground that no delay is excusable, unless it be caused by accident or some other fortuitous and unavoidable circumstance; that a railway company are bound by their own time bills, and that the non-execution of their contract with their passengers is a legitimate cause of action. The company were ordered to refund the cost of the tickets to Cannes and to pay the costs of the proceedings.

Defects of the Southern of France Railway Company.

But it is not only for its unpunctuality that this new line is blamed. In the sitting of the Conseil Général of August 22 last, it was declared by a well-known authority (M. Durandy) that the Southern of France Company, receiving a guarantee from the Government of 4·65 per cent. on the capital expended up to a total of 39,000,000 fr., after deduction, however, of the gross profits earned on the line itself, are directly interested in keeping their traffic expenditure as low as possible, and that they, therefore, employ far too small a number of men at their stations, which are not even lighted at night, while the number of signal stations is dangerously insufficient. Nor is the comfort of the passengers in any way consulted, according to the above-named authority. All

this will doubtless be remedied in time, and the new lines will become, I doubt not, deservedly popular.

Double line between Nice and Monaco.

The works for converting the single line between Nice and Monaco into a double line have recently been taken in hand in the section between Eza and Monaco, the section between Eza and Nice having been completed during the summer.

Branch line to Sospel.

The survey of a branch line from Nice to Sospel, to be continued eventually to the Colle di Tenda, is in progress. It is intended that the new branch should start from the Riquier Station, situated in the port quarter of Nice.

The harbour.

In my last report I alluded to the want of warehouse room and to the consequent obstruction of our quays, as also to a petition addressed to the Préfet requesting the demolition of one of the two only warehouses existing in close proximity to these quays and forming a projection into the harbour, the petitioners being apparently unaware that it is not so much additional water space that is required, but quay frontage, while the small increase of the water surface which would result from the demolition of the building belonging to the grain company (Société Anonyme et Industrielle) would be quite insufficient to secure the advantage they claim for it, viz., the easy "evolution" of large vessels. Every true sailor, and I have spoken with several on the subject, knows that the projected addition to the water-space would in no way prevent vessels from having to resort in every case to warping in so small and contracted a harbour as ours, and that the disadvantage of still further reducing the already insufficient quay frontage would far more than counterbalance the small advantage claimed for the proposed plan. Nevertheless a year's reflection has in no way altered the petitioners' views on the point, and they have since addressed another petition to the Deputies of the Alpes Maritimes. A copy of the latter is before me; it repeats all the errors of its predecessor, and it asserts that the destruction of the projecting quay which supports the said warehouse, and which affords space sufficient for three large vessels to discharge simultaneously at the present time, one in the front and one on each of the sides, would be increased by putting the quay further back and in a line with the rest of the basin, thus suppressing the two sides, each of which is almost constantly occupied by some large three-masted Italian grain ship.

Projected demolition of a warehouse.

Its effects.

Petition to the Deputies of the Department.

Curious features of this petition.

A curious feature of this extraordinary petition to the members of Parliament for Nice is that it not only purports to be signed by merchants, &c., but by workmen employed about the harbour, who speak of themselves in it as follows:—"As to the harbour workmen, whose precarious position, singular honesty, and devotion to the Republic render them particularly interesting, they request you to proceed as early as possible to the work of enlarging the harbour by the demolition of the warehouse belonging to the Société Anonyme et Industrielle, a process which will afford them a notable increase of work."

Another singular feature of the petition is the plea that the security of visitors in carriages going to Villefranche, Beaulieu and

Monte Carlo, or returning from these places, is endangered by having to go round the said building, and this, although the quay is of very ample width at this point, and that no less than two alternative roads already exist, rendering the longer road round the harbour a purely subsidiary one, while the widening of the already existing lane at the back of the warehouse, which is in a straight line with the main quays, would be quite sufficient to remove even this slight inconvenience at an infinitesimally smaller cost to the town, which would have of necessity to largely indemnify the Compagnie Anonyme et Industrielle should their building be pulled down.

Necessity of the existing quay.

The existing quay space in front of this warehouse is of absolute necessity to the discharging of two English colliers at one and the same time, there being only one other spot available for vessels of some 260 feet in length, and the destruction of the above-mentioned quay would, therefore, be a frequent cause of demurrage. It has, moreover, occurred more than once that three British steamers have been present here together when there is a material impossibility of discharging the third until one of the two first has cleared.

Supply of coal to yachts.

Yacht owners have complained to me of the high price at which alone they can get Steam Navigation Coal at Nice. The charge is 43 fr. per ton for this coal put on board of the vessel, while firms at Marseilles put the same coal on board for 1*l.* 4*s.*, and at Genoa it was actually furnished at 1*l.* and 1*l.* 1*s.*, and that of the best quality. As a necessary consequence, it is found that it actually pays to take a steam yacht to Genoa or Marseilles to fill up with coal rather than coal her here.

Shipping statistics. Nice.

There is an increase in shipping on last year of six British steamers, with a tonnage of 7,206. In French shipping it will be observed that there is a decrease of 50 in the number of sailing vessels, and of 88 in the number of steamers frequenting this port during the year with an aggregate corresponding decrease of tonnage of 40,000 and odd. Italian shipping has also decreased, as also Spanish, Greek, Swedish, and Norwegian, the only other increase observable being in Austrian steam vessels.

Owing to the decrease in Italian shipping (attributed to the heavy duties of the new tariff) and the increased consumption of English coal, British shipping now holds the first place at this port after the native French, as will be seen by the enclosed tables. A table of the shipping entered and cleared during the year at Villafranca has been added for the first time.

Villafranca. Imports and exports.

There is an increase in the import of coal, flour, wine and oil, marble, and building materials, owing to the increased duties not having been applied until February 1, so that stocks continued to be largely added to during January. It will be seen by the tables that among the exports there is a very large increase in empty wine casks as compared with last year, amounting to no less than 13 times the amount for that period. This is but a measure of the large import of wine resorted to in January in prevision of the increased duties.

Annex A.—Return of all Shipping at the Port of Nice during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons
British	...	...	28	27,473	28	27,473
French	291	16,015	404	104,587	695	120,602
Italian	141	14,741	25	4,490	161	19,231
Spanish	12	694	8	2,454	20	3,148
Greek	5	1,291	...	...	5	1,291
Norwegian	1	294	12	5,150	13	5,444
Swedish	2	934	2	822	4	1,756
Austrian	11	2,695	6	4,048	17	6,743
Turkish	1	141	1	475	2	616
Total	464	36,805	486	149,499	945	186,304
,, for the year preceding ...	586	54,966	576	183,562	1,162	238,528

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	28	27,473	28	27,473
French	303	17,460	401	104,324	704	121,784
Italian	148	16,675	26	4,515	174	21,190
Spanish	12	694	8	2,454	20	3,148
Greek	5	1,291	...	...	5	1,291
Norwegian	1	294	12	5,150	13	5,444
Swedish	1	480	2	822	3	1,302
Austrian	10	2,272	6	4,048	16	6,320
Turkish	...	...	1	475	1	475
Total	480	39,166	484	149,261	964	188,427
,, for the year preceding ...	597	53,945	573	175,576	1,170	229,521

Return of all Shipping at the Villafranca Roads during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	739	1	739
French	89	5,485	1	2,824	90	8,309
Italian	42	6,585	...	...	42	6,585
Spanish	3	223	...	...	3	223
Greek	2	316	...	...	2	316
Norwegian	1	760	...	...	1	760
Austrian	1	195	...	...	1	195
Turkish	1	84	...	...	1	84
Principality of Monaco	1	49	...	...	1	49
Total	140	13,697	2	3,563	142	17,260

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	739	1	739
French	89	5,485	1	2,824	90	8,309
Italian	42	6,585	...	...	42	6,585
Spanish	3	223	...	...	3	223
Greek	2	316	...	...	2	316
Norwegian	1	760	...	...	1	760
Austrian	1	195	...	...	1	195
Turkish	1	84	...	...	1	84
Principality of Monaco	1	49	...	...	1	49
Total	140	13,697	2	3,563	142	17,260

Annex B.—RETURN of the Principal Articles of Import to Nice during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	45,770	45,770	38,003	38,693
Charcoal	,, ...	5,504	19,814	3,015	14,854
Marble	,, ...	576	2,995	280	1,456
Timber	,, ...	4,874	18,520	7,668	29,736
Cereals	,, ...	7,455	71,568	4,400	42,240
Flour	,, ...	18,784	247,948	14,464	190,825
Wine...	Gallons ...	6,105,440	266,419	19,609,810	188,254
Beans and carobs	Tons ...	14,458	52,048	8,897	4,806
Oil	,, ...	13,435	64,488	10,430	500,640
Building materials	,, ...	920	1,472	410	656
Other articles	,, ...	2,900,000	11,800	2,500	10,800
Total	...	...	732,842	...	1,021,860

RETURN of the Principal Articles of Export from Nice during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Olive oil	Tons ...	1,481	71,088	1,813	87,024
Coke	,, ...	4,015	3,532	3,818	3,360
Cement and plaster	,, ...	2,122	1,696	600	600
Glass and pottery	,, ...	436	2,616	208	125
Old iron	,, ...	120	240	190	380
Empty casks	,, ...	9,905	99,050	756	7,560
Hides	,, ...	600	920	900	6,000
Maccaroni	,, ...	19	320	...	...
Planks	,, ...	...	...	398	1,600
Other articles	,, ...	...	...	350	...
Total	...	...	179,462	...	106,649

Statistics of the Octroi de Nice for the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.†	Quantity.	Value.
			£		£
Wines, spirits, beer, lemonade ...	Gallons ...	3,797,940	...	4,399,656	19,305
Meat, live animals	Tons ...	6,880	...	219	657
,, dead	,, ...	509	...	3,395	13,670
Vegetables and provisions ...	,, ...	...*	...	1,461	2,923
Fodder and cereals	,, ...	21,886	...	11,254	3,468
Building materials	,, ...	127,594	...	33,498	5,193
Timber, coal, fuel...	,, ...	53,076	...	24,146	4,365
Other articles	,, ...	1,306	...	1,334	3,780
Total	...	...	...	...	53,361

* This item was not yet made out by the octroi accountants.
† Values are not now given, as duty is only charged on amount, not on value.

Cannes.

Mr. Vice-Consul Taylor reports as follows:—

Commercial. My last year's report pointed out a remarkable decrease into figures of the imports as compared with those of 1890, and I have now to record a further falling-off in the figures of 1892. The imports from all nations show a total decrease of 14,609*l.* and those from Great Britain alone one of 2,913*l.* The latter is partly accounted for by the value of coal being calculated 1*l.* 2*s.* instead of at 1*l.* 8*s.* per ton, as in previous years.

Local industry. Trade at Cannes has been in a very unsatisfactory state until within a few weeks of this (middle of March), there having been a great lack of visitors even as compared with last season, but at the present time the place is comparatively full and business has much improved, though the season cannot be termed a good one.

Octroi. The figures of the octroi returns for 1892 are almost identical with those of 1891 when the gross receipts amounted to 32,701*l.* Those of 1892 show a total of 32,974*l.*, and the smallness of the increase is owing mainly to the abolition of dues on certain articles of food and a reduction on others. Perhaps the most important reduction is that affecting the cheaper portions of meat which are generally bought by the working classes. On the other hand new articles have been imposed, which formerly were not subject to octroi due, in fact the whole tariff has been revised.

An additional expenditure of 400*l.* for the purposes of collecting the dues may be mentioned as a further explanation for the paucity of the increase of the net receipts in 1892.

Local improvements. I alluded in my last report to the opening of the new casino in January, 1892. It did not prove a success last year, nor does it appear to be any better this, though under new management everything has been done to make it attractive.

The drainage works which were suspended in October, 1891, were not resumed until the end of June, 1892 (on account of the municipal elections in May), and consequently only about ¾ mile was executed during the summer. Work will, however, be again resumed as soon as this season is over, and it is expected that the drainage of the main streets in the town will be completed by October next.

Up to the present time little or no progress has been made in connection with the new canal to which I alluded in my 1891 Report. This additional provision for a continuous supply of water is most essential for the proper functioning of the drainage system. The importance of this will be the more easily understood when I mention that the only water supply Cannes at present possesses is cut off, during the latter half of October, for the purposes of cleaning the bed of the canal.

A site has been secured for the erection of a new post office; the plans have already been drawn up and are only awaiting the approbation of the Minister of Posts and Telegraphs. The estimated cost of the building is 13,360*l.* It is hoped that the building may be commenced during the coming summer.

A communal school (collège communal) is also about to be built, the site has been purchased by the town authorities, and plans and estimates have been drawn up.

The cost of the building has been estimated at 21,520*l.* Now, it is understood that the State shall supply the funds necessary for building expenses, with the understanding that the town shall pay an annual subsidy. The State, however, considers the estimate submitted too high, and the town architect has been requested to modify his plans with a view to economy in building.

The works in connection with the new breakwater (for improving the Cannes harbour) are progressing rapidly, and in a short time the first blocks of masonry will be immersed. 1,100 of these immense blocks, weighing 42 tons each, will be required. I may also add that the total cost of these works will probably amount to 38,000*l.*, and the town has contributed 8,000*l.* towards this outlay.

A charge of 35 c. (3½*d.*) per registered ton has been imposed since August last on all merchant vessels making use of the port of Cannes, yachts of all nations being exempt of this due. The proceeds of these dues are applied to the reimbursement of the capital sum voted by the Government.

A permanent grand stand of 526 feet in length by 13 feet in width has been erected on the Boulevard de la Croisette for the accommodation of persons witnessing the "Batailles de Fleurs" and other public fêtes. The total cost of this amounts to 2,000*l.* and the town authorities have agreed to defray this cost by paying an annual instalment to the contractor during 14 years, after which the whole becomes corporate property.

Cannes is now connected by telephone with Nice, Monte Carlo, Mentone, and Grasse. There are 210 subscribers, and I am informed that in proportion to its population (20,000) Cannes has

more subscribers to the telephone than any other town in France. I may remind you that the telephone is at present a Government monopoly, under the control of the "Ministère des Postes et Télégraphes."

Electric lighting has also been much more generally adopted since last year. Besides many of the hotels a fair number of villas have used this mode of lighting, as also many shops, offices, and other places of trade or business.

Health. The health of the district may be generally described as excellent, though there have been several cases of measles (mostly confined to children). Influenza has also re-appeared, though in a very mild form.

Consular agents. The following Powers, besides Great Britain, have Consular representatives here:—the United States of America, Italy, Denmark, Sweden and Norway, Belgium, Greece, Austria-Hungary, and Holland.

Annex A.—Return of all Shipping at the Port of Cannes during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	5,581	8	5,581
Austrian	...	...	...	...	...	...
French	201	10,013	170	39,969	371	49,982
Italian	15	757	...	...	15	757
Greek	1	290	...	...	1	290
Norwegian	...	...	...	...	...	...
Spanish	...	...	...	...	...	...
Swedish	...	...	...	...	...	...
Danish	1	463	...	...	1	463
Total	218	11,523	178	45,550	396	57,073
,, for the year preceding ...	270	15,245	153	40,158	423	55,403

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	5,581	8	5,581
Austrian	1	408	...	...	1	408
French	202	9,974	169	39,950	371	49,924
Italian	12	629	...	...	12	629
Greek	...	...	...	...	...	...
Norwegian	...	...	...	...	...	...
Spanish	...	...	...	...	...	...
Swedish	1	666	...	...	1	666
Danish	1	463	...	...	1	463
Total	217	12,140	177	45,531	394	57,671
,, for the year preceding ...	267	14,734	152	39,492	419	54,226

Annex B.—Return of Principal Articles of Import to the Port of Cannes during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Meat, salted and preserved ...	Tons ...	19·5	1,541	2·6	183
Cereals (wheat, barley, oats, ground or not)	,, ...	1,184	23,680	1,116	22,320
Cereals other than the above ...	,, ...	6·7	152	2·5	55
Fruits, fresh and dried	,, ...	11	879	1	81
Sugar, biscuits, coffee, tea, syrups, &c.	,, ...	8·17	1,415	9	1,446
Oils and essences	,, ...	7·10	392	0·10	27
Timber, coke, and charcoal ...	,, ...	1,784	5,709	3,727	11,922
Hemp, dressed	,, ...	4·4	67	10·14	171
Fodder (bran and oil-cake) ...	,, ...	...	...	7	70
Marble, rough and worked ...	,, ...	70·14	1,131	123·18	1,982
Coal	,, ...	9,721	10,693	8,984	12,577
Soaps, candles, and spices ...	,, ...	11·7	569	9·17	493
Wine...	Gallons ...	38,074	4,108	109,873	11,866
Beer and spirits	,, ...	1,840	497	3,604	973
Pottery and glass	Tons ...	16·10	330	18·13	373
Fabrics, woven	Cwts. ...	1	20	7	136
Machinery, iron, and brasswork	Tons ...	15	899	27·15	1,665
Furniture and woodwork ...	,, ...	11·4	673	12·15	765
Carriages	Cwts. ...	...	...	16	259
Total	...	...	52,755	...	67,364

Return of Principal Articles of Export from the Port of Cannes during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Glass (fine)	Tons ...	17	1,360	10	799
Spirits	Gallons ...	...	...	6	3
Old iron	Tons ...	15	120	47·8	379
Pottery (common)...	,, ...	...	...	...	...
Deal boards	,, ...	...	...	...	...
Spath fluor and coal (coke) ...	,, ...	53	21	124	57
Plants (trees)	,, ...	2·18	59	...	...
Total	...	...	1,560	...	1,238

Annex C.—RETURN of Principal Articles of Export and Import from and to the Port of Cannes during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	..	..	16,888	19,801
Algiers	..	..	7,826	11,056
Italy	1,560	1,192	4,056	3,830
Spain	..	..	46	10,277
Russia	..	46	18,012	13,552
Sweden	..	..	1,491	2,288
Germany	..	..	..	..
Austria	..	..	1,872	5,234
Turkey	..	..	2,564	1,326
Greece	..	..	..	..
United States of America	..	..	..	..
Canada	..	..	..	..
Other countries ..	..	..	..	..
Total	1,560	1,238	52,755	67,364

STATISTICS of Octroi at Cannes for the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Dues Levied.	Quantity.	Dues Levied.
			£		£
Wines, spirits, beer, &c.	Gallons ...	1,306,430	7,746	1,267,228	7,474
Meat, cheese, and other provisions	Tons ...	3,048	13,394	3,016	13,245
Wood (fuel), coal, candles, &c....	,, ...	20,093	3,058	20,195	2,967
Fodder and cereals	,, ...	11,744	3,286	10,877	3,072
Building materials	,, ...	72,868	4,179	81,293	4,704
Other articles	,, ...	827	1,311	824	1,239
Total	...	...	32,974	...	32,701

MONACO.

Mr. Vice-Consul Smith reports as follows :—

As in previous years, the British imports into Monaco have been confined to coals, amounting to 6,700 tons, conveyed to the port of Monaco in five British steamers. Enquiries are occasionally addressed to me for openings for supplying other products; there is, however, no scope for English trade, the smallness of the population (about 10,000) and the keenness of competition confine most trades to the smallest of retailers, who, as a rule, are in excess of the demand; as an instance, to the small population above mentioned, there are no less than 71 small retailers of liquors (not including hotels), 66 grocers, 30 dressmakers, 24 drapery establishments, 17 hairdressers, and so on in proportion with all other trades. From their numbers the traders are necessarily in a very small way of business, and the profit divided amongst so

Commerce. Imports.

many is not conducive to the accumulation of capital. There are no wholesale dealers.

The principal imports amount to about 156,754*l.*

Exports. Exports amount to about 11,210*l.*

Local institutions. During the past year a Fine Art Gallery has been erected, where annual exhibitions of paintings will be held open to the works of artists of all countries. A committee of selection has been appointed, composed of leading French artists, amongst whom are Givane, Carolus Duran, Bartholdi, A. Stevens, Munkaczy, &c., 16 in all, most of whom have contributed to this year's exhibition. Some few British artists have contributed. The building is well adapted to such exhibitions.

A small international exhibition has been opened for the season 1892–93. The building not being convenient either in position or structure it has not been very successful. There are no English exhibitors.

New railway. A new mountain railway is being constructed from Monte Carlo to the Corniche Road, village of La Turbie, about 2,000 feet above the Principality, and will be completed for next season. This will be very advantageous for visitors, giving facilities which were much needed for excursions to the many places of interest in the neighbourhood which have hitherto been almost inaccessible on account of the range of mountains shutting in the Principality, the only carriage road to the Corniche Road being by a long and circuitous route.

Health. The health of the district has been good throughout the year. New waterworks for the supply of the Principality have just been erected, and will furnish a supply of pure spring water obtained from an abundant spring on the spot. Hitherto the Principality has been dependent on the Nice waterworks, which company has furnished water from time to time absolutely unfit for use. No attempt at filtration before delivery being made, in times of rain or melting snow the water delivered was opaque, formed a thick deposit in any vessel, and was generally dangerous to health if used as delivered.

Annex A.—Return of all Shipping at the Port of Monaco during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	5	3,672	5	3,672
French	27	1,058	14	567	41	1,625
Italian	10	636	...	...	10	636
Principality of Monaco	5	245	...	...	5	245
Total	42	1,939	19	4,239	61	6,178

CLEARED.*

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	5	...	5	...
French	27	...	41	...	41	...
Italian	10	...	...	...	10	...
Principality of Monaco	5	...	...	...	5	...
Total	42	...	19	...	61	...

* All cleared in ballast.

Annex B.—ARTICLES Imported into the Principality of Monaco during the Year 1892.

Articles.	1892.	
	Quantity.	Value.
	Tons.	£
Sand	3,610	4,332
Building materials	7,500	9,000
Metal, worked	1,100	2,640
Timber for building	3,500	8,400
Marble, rough and wrought ..	3,100	6,200
Wines	1,550	3,100
Beers	2,500	3,000
Spirits	1,000	1,360
Flour	7,500	9,000
Provisions	900	8,532
Charcoal	700	2,024
Oats and fodder	2,800	16,800
Firewood	650	6,916
Building slate	500	4,000
Coal	7,500	5,550
Candles	90	3,600
Paper	150	3,000
Live stock .. (head)	..	24,400
Furniture	650	26,000
Other articles	890	8,900
Total	46,190	156,754

ARTICLES Exported from the Principality of Monaco during the Year 1892.

Articles.	1892.	
	Quantity.	Value.
	Tons.	£
Empty casks	150	1,164
Wines	110	1,320
Perfumes	30	1,400
Coal tar	260	1,732
Coke	..	..
Old metal ware	150	412
Artistic pottery	35	4,662
Hides	20	520
Fatty matters	31	..
Other articles	42	..
Total	828	11,210

MENTONE.

Mr. Vice-Consul Palmaro reports as follows :—

Commerce.

No new line of commerce has been created in this district since the last report; the rupture of the commercial treaties with Italy continues to have its bad effects. Capitalists hesitate to invest their money here as long as this state of things last, owing to these reasons little commerce is carried on. The inhabitants are not of a very business-like nature and seem content as matters stand.

The country being mountainous, natural products are few, the principal one being olives, which of late years have much suffered from disease, also from competition of the roundabout towns, where pressing of the oil is operated in a scientific manner, whereas the old method is being still employed here. A few olive plantations are well cultivated and appear profitable to their owners; this must be considered an exception, as the olive culture for this part of France seems to be rapidly declining and put aside as unprofitable, the ground being employed for building purposes or for lemon and flower culture.

Olive plantations.

Lemon crop.

A special mention must be given to the growing of lemons, which has regained its former celebrity. During the summer months lemons of the first quality fetch as much as 2*l.* 5*s.* per 1,000. The total crop may be estimated at 200 tons per annum. Lemons from this part are far superior in quality to those of Sicily, although not so large.

The exceptional climate of Mentone renders flower growing comparatively easy, and, with a scientific knowledge of gardening and a little capital, magnificent results can be obtained during the winter. Flowers and vegetables reared under bell glasses thrive

well, and vegetables, such as potatoes, asparagus, and green peas, are successfully reared in the open air. These primeurs when sent for the London and Paris markets fetch very high prices.

Imports. Coals, food products, building material, and furniture are the chief imports to Mentone. All the coal is brought from England for the gas company, who sell it to retail dealers at an exorbitant price. Wood is still the fuel most employed and is also very expensive. Furniture mostly comes from England.

Exports. Scarcely anything is to be said about exports, lemons and flowers being the principal ones.

Shipping. Shipping is carried on on a small scale, the necessities of the town not being in sufficient quantity to make it worth while for steamers to touch here. A steamer belonging to the Fraissinet Line calls here weekly; it runs a coasting trade, touching at all the small ports from here to Port Vendus. The harbour is very safe and is by far the best for yachting purposes on the Riviera. In the winter season it is much frequented by yachts of all dimensions. A French gunboat, the "Acheron" was able to enter the port and was at anchor for a few days.

During the year 1892, 74 merchantmen discharged cargoes amounting to 10,636 tons, only one English vessel figuring among them.

Value of land. The value of land has slightly risen since the last year or so, the average cost being from 8 fr. to 25 fr. per square yard; the price of land greatly depends on its position. In the town it is four times as much.

The Cape Martin is specially sought after, several high personages, such as the late Empress of the French, have bought land and are building magnificent residences there. The company to whom the land belongs has wisely prevented this beautiful spot from being spoilt, purchasers of land being enforced to observe certain regulations as to the building and cutting-down of trees. The hotel which is situated at the extremity of the Cape Martin has proved to be a grand financial success.

Banks. The following banking establishments are to be found here, *i.e.*, Crédit Lyonnais Branch, the Bank Populaire, and Mr. Charles Palmaro.

Health. The health of the district has been exceptionally good throughout the summer and winter season, no illness whatever prevailing. Every year newspapers spread alarming reports as to the health in the Riviera, which are sometimes greatly exaggerated. These reports do much harm to the Riviera, causing visitors to avoid the towns where "soi-disant" illnesses prevail.

Population. The standing population of Mentone in the month of February was 8,963, visitors not included.

The number of visitors booked at Mentone in the same month was 62,618, whereas in the month of February, 1892, 52,964 passengers passed through, showing a difference in favour of 1893 of 7,654. As usual, English visitors largely predominate, Russians and Germans coming afterwards.

Local industry. The season may be considered as a good one, villas and hotels

having been full throughout; during the month of February not a room could be obtained.

Unfortunately, there was the cholera scare, which sent crowds of people away before the finish of the season. Mentone seems to have regained its old renown as a health resort, and we may now add pleasure resort. The town possesses 2 casinos, well conducted, where the theatre, concerts, &c., are going on daily.

Public works. The town has spent, during the year 1892, the sum of 100,000 fr. to complete the new system of drainage. Mentone is one of the few towns in France where the system of drainage is pronounced by engineers to be perfect.

Railways. The conversion to a double line between Monaco and Mentone will only be terminated next October. As to its continuation on to Ventimiglia the question is put aside, although the want is much felt, but owing to political and financial reasons this has been completely abandoned.

Consular agents. The following Powers, besides Great Britain, are represented at Mentone by agents:—Austria-Hungary, Belgium, Denmark, Spain, Italy, Holland, Norway and Sweden, Portugal, United States of America, Russia, Argentine Republic, Brazil, and Peru.

Return of all Shipping at the Port of Mentone during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	770	1	770
French	53	2,066	53	6,574	106	8,640
Italian	18	624	13	134	31	758
Spanish	...	...	...	...	...	...
Swedish	...	...	...	...	...	...
Greek	...	...	...	...	...	...
Austrian	...	...	...	...	...	...
Other countries ...	...	...	1	468	1	468
Total	71	2,690	68	7,946	139	10,636
,, for the year preceding ..	34	1,236	22	1,023	56	2,259

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	770	1	770
French	55	2,170	53	6,664	108	8,834
Italian	19	861	12	134	32	995
Spanish	...	...	...	...	...	...
Swedish	...	...	...	...	...	...
Greek	...	...	...	...	...	...
Austrian	...	...	...	...	...	...
Other countries ...	...	...	1	468	1	468
Total	74	3,031	68	8,036	142	11,067
,, for the year preceding ...	32	1,452	23	1,043	55	2,495

RETURN of Imports to Mentone during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons	1,897	...	1,171	...
Coke	,, ...	...	...	...	...
Wood for building	,, ...	1,130	...	999	...
Building materials	,, ...	9,632	...	7,578	...
Marble	,, ...	320	...	285	...
Corn and oats	,, ...	350	...	325	...
Olive oil	,, ...	810	...	767	...
Wine	Gallons ...	873,263	...	766,333	...
Beer	,, ...	680	...	520	...
Grapes for making wine ...	Tons	647	...	538	...
Furniture	,, ...	293	...	243	...
Other articles	,, ...	11,870	...	11,779	...
Total	...	...	...	...	...

RETURN of Exports from Mentone during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Citrons	179	..	103	..
Plaster and cement ..	24	..	21	..
Timber, planks, &c. ..	33	..	30	..
Glass and pottery ..	9	..	6	..
Old iron	15	..	2	..
Empty casks	27	..	24	..
Other articles	39	..	18	..
Total	..	..	..	..

STATISTICS of Octroi at Mentone during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Duties Levied.	Quantity.	Duties Levied.
			£ s.		£ s.
Liquids—					
Wine, alcohol, vinegar, beer, lemonade, mineral waters	Gallons ...	346,100	3,129 18	320,140	2,902 10
Provisions—					
Meat, fish, game, poultry, butter, cheese, eggs, oysters, shell-fish, vegetables, dry fruit, apples, peas, oranges	Tons ...	1,207·9	4,984 15	1,108	4,835 0
Fuel—					
Wood, coal, charcoal, coke, wax, candles, tallow ...	,, ...	6,455·1	1,166 5	5,245	1,193 0
Forage—					
Oats, carobs, hay, straw, bran	,, ...	2,246	603 10	2,235·7	607 14
Building material—					
Timber, iron beams, bricks, limestone, slates, marble, stones, window frames, mirrors, paint ...	,, ...	13,008	914 12	13,111	915 10
Other articles—					
Soap, snow, ice, &c. ...	,, ...	320	276 3	361·3	299 8
Total	...	...	11,075 3	...	10,753 2

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1525)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1209.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF NANTES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1045.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—96.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.		Price
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Coruuna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.

No. 1209.

Reference to previous Report, Annual Series No. 1045.

FRANCE.

NANTES.

Consul Pauncefote to the Earl of Rosebery.

My Lord, *Nantes, April* 28, 1893.

I HAVE the honour to transmit herewith my Report on the Trade and Commerce of Nantes for the year 1892, together with the Report of Mr. Vice-Consul Warburton at La Rochelle, and that of Mr. Vice-Consul Link at Tonnay-Charente.

I have, &c.

(Signed) B. PAUNCEFOTE.

Report on the Trade and Commerce of Nantes for the Year 1892.

ABSTRACT of Contents.

	PAGE
Review of the year	1
Shipping	2
Canal de la Basse Loire	2
Exports and imports	2
Industries	2
Population and public health	3
The port of St. Nazaire	3
Trade report of Charente Inférieure	7
„ Tonnay-Charente	10

Review of the year.

On January 1, 1892, the new French tariff came into operation. At the time, opinions were much divided regarding the wisdom of this measure, and experience has shown that it has brought about fiscal retaliation from several continental nations adjoining France. A reaction of opinion is setting in as to the expediency of a protectionist policy carried to extremes; and it is to be noted that in public meetings in which this subject is discussed, it is argued that the trial given to that system has lasted sufficiently long to show that it is injurious both to the

revenue and to trade generally. I refrain from making further remarks on this matter, being restricted to comment merely on the general position of trade within this consular district. I regret I am unable to report any improvement in the state of affairs, for taken as a whole, the result of the commercial year 1892 was anything but satisfactory.

Shipping. I now beg to annex the returns of shipping and of the imports and exports at Nantes.

It will be seen by Annex A that the total number of vessels of all nationalities which entered this port in 1892 amounted to 325 vessels, measuring 89,577 tons; this showing a decrease of 25 vessels, but an increase in tonnage of 3,050 tons as compared with the previous year. The British vessels which entered numbered 94, with an aggregate tonnage of 35,761 tons, an increase of 18 vessels and 10,030 tons—these 94 vessels subsequently cleared; 47 vessels being engaged in the direct trade from and to Great Britain and the British Colonies, and 47 vessels in the indirect trade from and to other countries.

Canal de la Basse Loire. The Canal de la Basse Loire is at last an accomplished fact Since September last vessels have passed through it to this port, and in January a large British steamer, the "Miramar," of 1,561 tons register, carrying a large cargo of sugar, rum, &c., from Réunion. This vessel was followed in February by another British steamer the "Schiehallion," with a cargo of 1,700 tons of phosphates from Florida. The merchants here were elated at the result of the first experiments of the ship canal, anticipating that when further accommodation and conveniences are supplied the town would regain its position as an important commercial port. No doubt a sufficiency of water can be maintained in the canal for vessels of considerable tonnage; but the main question is whether by means of dredging, a sufficient depth can be obtained in the river both at the entrance of the canal, and at the other extremity. Very great if not insurmountable engineering difficulties present themselves to carry out this work, which, even if successful would probably require more than 2 years to accomplish, and at an enormous cost. About 20,000,000 fr. (or 800,000*l.*,) have already been expended in the construction of the canal, and it remains to be seen whether, under the circumstances of the case, the Government will sanction the additional large outlay required for the projected new works.

Exports and imports. The chief articles of export and import are described in Annex B and Annex C. It will be seen that the imports show a decrease as compared with the preceding year 1891. On the other hand the exports slightly increased. I regret that I have been unable to obtain the values of the imports and exports for 1892.

Industries. In my report for the year 1891, I mentioned that many of the industries of Nantes, which were formerly in a flourishing condition, have for years past been in a state of stagnation or rather of steady decline. This position became accentuated during the past year. Even those trades usually prosperous, complain of the poor result of the year 1892. The catch of sardines was

Sardine fishery.

far from satisfactory, to the disappointment of those engaged in the canning of sardines for export.

Shipbuilding. The ship builders of Nantes and in the neighbourhood lament the paucity of orders.

Population and public health. The population of Nantes amounted to 122,750 inhabitants by the last census. Nothing abnormal was noticed in the general health of the town until the month of September, when a few isolated cases of cholera occurred. Unfortunately the disease spread, but disappeared at the end of December, no doubt owing to the energetic measures taken by the local authorities, 108 persons were attacked and 63 cases proved fatal. It is affirmed that the disease did not assume the character of an epidemic, as it attacked only habitual drunkards and the very poor classes who paid no attention to personal cleanliness or to the most rudimentary sanitary precautions. The supply of wholesome water to the town is a matter of the highest importance. It has been decided to draw it at a point higher up the river, where the water, if not actually of good quality, can at any rate be used for domestic purposes.

St. Nazaire. The returns of the shipping and of the imports and exports at St. Nazaire are hereto annexed.

Shipping. The number of vessels of all nationalities which entered in 1892 amounted to 1,689 vessels with an aggregate tonnage of 891,446 tons, 1,689 vessels cleared representing a tonnage of 901,489 tons, a decrease both in number and in tonnage as compared with the preceding year. As regards British vessels, the number which entered amounted to 537, measuring 418,713 tons—534 vessels cleared with an aggregate tonnage of 417,494 tons, an increase both in number and tonnage. A reference to Annex D will show the immense preponderance of vessels under the British flag over the total number of vessels of other nationalities. The return of French shipping is not taken into consideration as it includes all the small coasting craft.

Imports and Exports. The nature and quantity of the imports and exports at St. Nazaire are described in Annex E and Annex F. Both show an increase in quantity. It will be noted that British coal continues to be the most important article of import, and no doubt will continue to remain so.

Shipbuilding. The two French ironclads referred to in my last report, the "Jemmapes" and the "Valmy," of 7,500 horse-power each, were successfully launched during the year 1892. The shipbuilding yards at St. Nazaire are always more or less busy, but I have been unable to ascertain whether, upon the whole, the year was satisfactory to those engaged in that trade.

The general position of St. Nazaire remains the same as described in my last report. There is nothing new to bring to notice; but I am informed that owing to the demand which has lately sprung up there for houses builders are very busy to meet the requirement.

Annex A.—Return of all Shipping at the Port of Nantes during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	2,276	86	33,485	94	35,761
French	134	20,770	8	2,057	142	22,827
Swedish and Norwegian	19	5,094	20	7,249	39	12,343
German	...	...	16	7,633	16	7,633
Danish	4	634	7	1,936	11	2,570
Other countries ...	11	4,238	12	4,205	23	8,443
Total	176	33,012	149	56,565	325	89,577
,, for the year preceding ...	225	41,982	125	44,545	350	86,527

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	2,276	86	33,485	94	35,761
French	142	24,469	13	3,498	155	27,967
Swedish and Norwegian	24	6,529	28	9,626	52	16,155
German	3	732	20	9,594	23	10,326
Danish	7	1,191	7	2,170	14	3,361
Other countries ...	9	3,607	26	9,817	35	13,424
Total	193	38,804	180	68,190	373	106,994
,, for the year preceding ...	230	48,830	156	56,433	386	105,263

Annex B.—Return of Principal Articles of Export from Nantes during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.*	Quantity.	Value.
			£		£
Wines and spirits	Gallons ...	122,675	...	273,213	43,783
Cereals and flour	Tons ...	15,413·08	...	11,841·13	158,944
Preserved provisions	,, ...	291·03	...	284·17	34,437
Hardware, rails, &c.	,, ...	612·19	...	461·06	47,395
Coal	,, ...	3,677·11	...	4,203·19	5,044
Oilcake	,, ...	372·15	...	753·15	6,735
Cast-iron and ironmongery ...	,, ...	170·12	...	150·13	2,370
Building materials	,, ...	4,706·02	...	458·14	10,095
Other articles	,, ...	16,003·10	...	16,368·12	632,498
Total	Gallons ...	122,675	...	273,213	932,301
,, ...	Tons ...	41,248·10		34,523·09	

* Not ascertainable.

Annex C.—Return of Principal Articles of Import to Nantes during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.*	Quantity.	Value.
			£		£
Wines and spirits	Gallons	2,093,166	...	3,113,372	217,956
Sugar, raw and refined	Tons	20,927·05	...	21,284·02	612,981
Iron, steel, and ore	,,	7,151·01	...	5,075·00	28,190
Other metals	,,	4,076·09	...	1,182·16	66,640
Coal	,,	11,509·02	...	12,992·10	17,764
Timber	,,	20,822·09	...	29,083·04	224,040
Coffee	,,	347·04	...	360·18	61,351
Cocoa	,,	1,228·06	...	1,247·17	149,939
Cereals, seed and flour	,,	723·11	...	667·16	13,112
Combed hemp	,,	1,344·05	...	1,392·06	81,396
Animal charcoal	,,	2,353·12	...	934·16	18,696
Olive oil	,,	552·19	...	806·09	58,706
Other articles	,,	22,220·17	...	21,913·11	492,324
Total	Gallons	2,093,166	...	3,113,372	2,043,095
,,	Tons	93,257·00	...	96,941·05	

* Not ascertainable.

Annex D.—Return of all Shipping at the Port of St. Nazaire during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	5,356	531	413,357	537	418,713
French	460	28,858	593	365,617	1,053	394,475
German	3	2,365	10	6,313	13	8,678
Russian	2	1,027	...	...	2	1,027
Swedish	2	906	5	2,519	7	3,425
Norwegian	7	3,790	11	5,768	18	9,558
Danish	1	135	5	3,475	6	3,610
Dutch	1	985	3	1,123	4	2,108
Belgian	...	...	3	842	3	842
Spanish	...	...	39	44,595	39	44,595
Portuguese	...	...	1	346	1	346
Italian	2	918	...	...	2	918
Other countries	2	1,605	2	1,646	4	3,151
Total	486	45,845	1,203	845,601	1,689	891,446
,, for the year preceding	543	70,401	1,179	831,922	1,722	908,325

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	2,513	531	414,981	534	417,494
French	461	37,780	596	367,437	1,057	405,217
German	5	3,760	9	5,998	14	9,758
Russian	2	1,027	...	...	2	1,027
Swedish	2	906	4	1,874	6	2,780
Norwegian	8	5,233	9	5,355	17	10,588
Danish	1	135	6	3,986	7	4,121
Spanish	1	221	37	42,075	38	42,296
Dutch	1	985	1	873	2	1,858
Belgian	...	...	3	842	3	842
Portuguese	...	...	1	346	1	346
Italian	3	1,514	1	497	4	2,011
Other countries ...	2	1,505	2	1,646	4	3,151
Total	489	55,579	1,200	845,910	1,689	901,489
,, for the year preceding ...	561	86,243	1,183	832,294	1,744	917,537

Annex E.—RETURN of Principal Articles of Export from St. Nazaire during the Years 1892–91.

Articles.		Quantity.	
		1892.	1891.
Coal	Tons	78,091	53,592
Eggs and poultry	,, ...	6,090	6,472
Sardines..	,, ...	1,826	1,321
Salted butter	,, ...	1,628	2,098
Preserved meat..	,, ...	206	319
Bone dust	,, ...	707	602
Grain and flour..	,, ...	6,175	4,956
Potatoes..	,, ...	5,229	9,690
Dried vegetables	,, ...	842	627
Timber	,, ...	1	699
Prepared dyes	,, ...	911	1,442
Clothing, ready made	,, ...	239	137
Paper	,, ...	754	525
Machinery	, ...	472	315
Tools	,, ...	410	118
Coffee	,, ...	307	379
Hardware	,, ...	1,098	378
Glass	,, ...	2,373	2,950
Leather	,, ...	539	274
Iron bars and rails	,, ...	795	1,010
Steel rails	,, ...	..	5
Vegetables	,, ...	553	1,392
Toys	,, ...	218	460
Other goods	,, ...	22,134	24,752
Wine, ordinary..	Gallons ..	779,434	1,015,466
Brandy	,, ..	375,218	807,688
Total	Tons	131,598	114,950
,, ...	Gallons ..	1,154,652	1,823,154

Annex F.—Return of Principal Articles of Import to St. Nazaire during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.*	Quantity.	Value.*
			£		£
Coal	Tons ...	829,105	...	754,349	...
Cereals and flour	,, ...	59,602	...	96,710	...
Manure	,, ...	2,458	...	13,533	...
Rice	,, ...	2,467	...	2,796	...
Timber	,, ...	17,214	...	30,466	...
Cement	,, ...	642	...	1,054	...
Iron ore	,, ...	88,100	...	65,057	...
Tar	,, ...	13,653	...	12,526	...
Bar-iron	,, ...	84	...	305	...
Pig-iron	,, ...	1,681	...	3,621	...
Lead	,, ...	3,969	...	5,782	...
Raw cotton	,, ...	144	...	56	...
Coffee	,, ...	440	...	404	...
Oils	,, ...	155	...	190	...
Hemp	,, ...	241	...	332	...
Machinery	,, ...	105	...	193	...
Other goods...	,, ...	36,436	...	34,840	...
Wine, ordinary	Gallons ...	1,732,282	...	1,415,138	...
Total	Tons ...	1,056,446	} ... {	1,022,214	} ...
,, ...	Gallons ...	1,732,282	} ... {	1,415,138	} ...

* Not ascertainable.

La Rochelle.

Mr. Vice-Consul Warburton reports as follows :—

There has been a large increase in the trade of this port during the past year, but the whole of it is in imports, the exports having fallen-off by 7,000 tons, while the imports are 67,000 tons more. Trade increasing.

The only article amongst the exports sufficiently important to call for notice is brandy, which by courtesy is still described in the official list of goods as cognac. This article has increased from 1,122 tons in 1891 to 1,478 tons in 1892, and will probably continue to do so in spite of the fact that the wine out of which alone cognac can be made has fallen-off by 3,500,000 gallons in the past year. A great deal of this is sent to England. Exports. Brandy.

Coal continues to be the principal article of import, and increased in 1892 by nearly 48,000 tons. Imports.

The whole of this comes from Great Britain, and most of it from the South Welsh ports. Coals.

21,350 tons of wine were imported during the same period, a decrease of 3,504 tons, which is probably owing to the effect of the new duties. Wine.

The imports of pitch have increased by about 40 per cent.; this also comes from Great Britain. Pitch.

1,427 tons of salted cod were imported from Newfoundland and Iceland, which is about the usual quantity. Salted cod fish.

The other imports do not require notice, full particulars of them will be found in the annexed tables, which, as well as those

of shipping, are for the ports of La Rochelle and La Pallice combined.

Shipping and Navigation.

Shipping increased.

There has been a small increase in the total shipping, the tonnage entered having reached 154,000 tons, against 151,000 which entered in 1891.

Large increase of British shipping.

British shipping, on the other hand, has increased considerably, having risen from 81 vessels and 54,181 tons entered in 1891, to 106 vessels and 68,777 tons last year. If we deduct it from the total it will be seen that all other shipping taken together has decreased by 1,033 tons, while British has increased by 14,500 tons, and if we compare it with French, which has fallen from 85,531 tons to 72,712 tons the increase is over 27,000 tons.

Freights.

But the business must have been very unremunerative, as freights are lower than ever, 4*s.* being now accepted for coals from English ports.

General.

Port of La Pallice

The port of La Pallice is now completely finished, and powerful steam-cranes have been put up for loading and discharging cargo; the dry docks are also working, and were used for the first time this month to repair an English vessel which sprung a leak on a voyage from the United States; the dock in which she is at present is large enough to hold almost any sized ship, being 600 feet long by 72 feet wide, and having a minimum depth of 27 feet. The pumping machinery is very powerful, enabling it to be emptied in 5 hours. One or two important steamship companies have adopted this port since my last report, and it is gradually being more frequented.

Prospects of this port as an international transit port.

What is most wanted to make this an international port from Switzerland and Germany, as well as a transit port for the east and centre of France is the construction of a railway between Argenton and La Chatre, in the Department of the Indre, where there is now a break in the railway system, which necessitates the sending round of goods a long way south, bringing them in this way nearer to Bordeaux, along the lines of the Orleans Company.

Line of railway projected for this purpose.

This line has been granted a concession for the branch referred to, but it does not answer their purpose to shorten the distance to La Pallice, because the traffic would thus come in to the State railway, instead of being carried as at present a much longer distance on their own lines, and they want to make it a narrow gauge line, which would necessitate either a transhipment of the goods, and prevent waggons being run directly from the direction of Switzerland and east of France to La Pallice, or make it so expensive that the old and longer route along their own lines would be preferable.

This proposal has created great indignation in the districts which would suffer from it, and the conseils-général and chambers of commerce of the Loire Inférieure, Vienne, Vendée, Charente, Cherante Inférieure, Lyons, and other places have petitioned the Government to compel the Orleans Company to construct this connection at once on the broad gauge system.

This will probably be done, and then the most direct and shortest line from the centre of France, as well as Germany, Switzerland, and Italy, to the Atlantic will be to the Port of La Pallice, where the largest liners can always enter.

Health and population.

The health of this department (Charente Inférieure) has been good during the past year, but the population is diminishing, and the deaths exceed the births annually.

By the last return available, that for 1891, it appears that the excess of deaths over births in a population of 456,000 amounted to 1,968.

The number of marriages was 7 per 1,000; and there were 47 divorces in all.

Increase of migration to the towns.

The migration of the rural population to the towns still continues, and not only has the ownership of land failed to prevent it, but from the miserable life endured by the small proprietor, especially in winter, it has actually received a stimulus.

Annex A.—Return of all Shipping at the Port of La Rochelle during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	1,705	104	67,072	106	68,777
French	25	4,728	109	67,984	134	72,712
Swedish and Norwegian	4	2,662	15	6,181	19	8,843
Other flags	6	4,087	11	5,661	17	9,748
Total	37	13,812	239	146,898	276	160,080
,, for the year preceding ...	45	12,304	262	141,707	307	154,008

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	1,705	104	67,072	106	68,777
French	10	3,804	95	52,720	105	56,524
Swedish and Norwegian	3	1,598	16	6,384	19	7,982
Other flags	5	3,656	31	17,632	36	21,168
Total	20	10,643	246	143,808	266	154,451
,, for the year preceding ...	28	12,794	273	138,980	301	151,674

RETURN of Principal Articles of Export from La Rochelle during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£	Tons.	£
Spirits	1,487	..	1,122	..
Pit props and wood ..	48	..	154	..
Empty casks	1,412	..	2,685	..
Fruit and vegetables ..	23	..	108	..
Other articles	6,455	..	12 600	..
Total	9,455	..	16,669	..

* Not ascertainable.

Return of Principal Articles of Import to La Rochelle during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	221,182	300,000	173,249	220,000
Pitch and tar	4,067	8,000	2,492	6,000
Wood	9,988	200,000	11,377	260,000
Wine	21,350	213,000	24,854	250,000
Spirits	135	..	107	..
Salted codfish	1,427	40,000	1,401	60,000
Other articles	43,589	..	20,654	..
Total	301,738	..	234,314	..

TONNAY-CHARENTE.

Mr. Vice-Consul Link reports as follows:—

General trade. The general depression of business during the year 1892 was also felt to some extent in this district; the imports were 72,000 tons less than in 1891, but the exports were only 1,700 tons inferior to those in the preceding year.

Shipping. 618 ships entered from and cleared to foreign ports during the year, measuring together 363,069 tons as per register, of which 453 ships of 257,378 tons, or 71 per cent. of the whole tonnage, were under the British flag, viz., 442 steamers and 11 sailing ships, thus showing an increase in the British shipping of 12 ships and 1,509 tons (Annex A).

The small coasting and fluvial navigation at the ports of

Tonnay-Charente and Rochefort was affected during the year by 2,309 ships and craft of 288,471 tons measurement.

The decrease in imports bearing chiefly on wood and cereals is attributed to the total suspension of house-building and the over-importation of both these articles in 1891. Imports.

The principal goods imported were:—

Articles.		Quantity.
Coals and patent fuel	Tons	201,000
Pitch	„	4,500
Iron	„	1,400
Phosphate of lime	„	10,000
Phospho guano	„	5,500
Sulphate of ammonia	„	2,100
Leather cuttings	„	650
China clay	„	400
Deals, board- and timber ..	Loads.. ..	36,400
Wheat*	Quarters ..	113,000

* See Annex B.

The decrease in the export fell entirely on brandy, attributable to a portion of the same having taken various other routes from the producing districts for re-exportation to other countries from German and Belgian ports. Exports.

The principal articles exported were:—

Articles.		Quantity.
Brandy	Gallons ..	3,992,000
Consisting of 149 vats, 574 puncheons, 19,026 hogsheads, 39,343 quarter casks, 7,548 octaves, and 660,159 cases, equal to	Tons	30,910
Rye	„	3,000
Building stone	„	2,000
Artificial guano	„	6,000
Potatoes	„	430
Oysters	„	386
Hay	„	250
Bottle straw envelopes (18,200 gross) ..	„	226
Wheel naves	„	80
Eggs	„	74
Clover-seed	„	62
Champagne wine	„	60
Green fruit	„	42
Sundries	„	225

The public health was most satisfactory in this district during the whole of the year 1891, not a single case of cholera or any other infectious disease having occurred. Public health.

Annex A.—Return of all Shipping at the Ports of Tonnay-Charente, and Rochefort during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,836	220	125,002	226	126,838
French	8	726	32	30,060	40	30,786
Norwegian	6	4,033	6	2,517	12	6,550
German	3	1,704	6	2,415	9	4,119
Belgian	...	...	6	3,306	6	3,306
Other nationalities	3	1,690	4	2,930	7	4,620
Total	26	9,989	274	166,230	300	176,219
,, for the year preceding ...	16	13,526	209	166,608	225	130,134

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,778	222	128,762	227	130,540
French	15	1,430	41	35,012	56	36,442
Norwegian	7	5,306	6	2,517	13	7,823
German	3	1,704	6	2,415	9	4,119
Other nationalities	3	1,690	4	2,930	7	4,620
Belgian	...	...	6	3,306	6	3,306
Total	33	11,908	285	174,942	318	186,850
,, for the year preceding ...	16	12,386	208	113,349	224	125,735

Annex B. — Return of Principal Articles of Export from Tonnay-Charente and Rochefort during the Year 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Brandy	Gallons ...	3,992,000	...	4,337,300	...
,, ...	Tons ...	30,910	2,164,000	32,235	2,256,500
Other articles	,, ...	12,895	101,225	13,350	93,500
Total tons	...	43,805	2,265,225	45,585	2,350,000

RETURN of Principal Articles of Import to Tonnay-Charente and Rochefort during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal and patent fuel	Tons ...	201,000	144,500	213,100	170,500
Coal-tar pitch	,, ...	4,500	11,000	7,000	17,500
Phosphate of lime	,, ...	10,000	12,500	6,000	20,000
Phospho manure and ammonia...	,, ...	7,600	38,000	...	...
Other goods	,, ...	2,450	7,500	2,155	8,000
Timber deal and boards	Loads of 50 sq. feet...	36,400	...*	76,100	...*
Wheat	Quarters ...	113,500	227,000	255,000	510,000

* Not ascertainable.

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Tonnay-Charente and Rochefort from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
United Kingdom and colonies	2,174,220	2,289,600	215,000	404,000
Spain	70,005	30,000	..	3,150
Norway	15,000	13,500	.. *	.. *
Germany	6,000	7,000	.. *	.. *
Belgium	...	9,900	4,575	600
Holland	..	..	7,925	2,650
Russia	..	..	.. *	.. *
Sweden	..	..	.. *	.. *
United States of America	..	..	207,550	31,500
Total	2,265,225	2,350,000	..	..

* Not ascertained.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1538)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1210.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF TAHITI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1065.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—97.] *Price Twopence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2½d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	1½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.

No. 1210.

Reference to previous Report, Annual Series No. 1065.

FRANCE.

TAHITI.

Consul Hawes to the Earl of Rosebery.

My Lord, *Tahiti, March* 13, 1893.

I HAVE the honour to enclose my Trade Report for 1892, in which I have included my remarks on Agriculture.

I have only briefly referred to the Vanilla and Sugar Industries, as Mr. Vice-Consul Brander is preparing a separate Report on these subjects, which will be forwarded to your Lordship as soon as completed.

I have, &c.

(Signed) A. G. S. HAWES.

Report on the Trade, Commerce, and Agriculture of Tahiti for the Year 1892.

ABSTRACT of Contents.

	PAGE
Shipping and navigation	2
Exports	3
Pearl shell fishing	4
Imports, new tariff, &c..	7, 8
Agriculture	17
General remarks..	21

Return of all Shipping at the Port of Papeete, Tahiti, during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	807	9	4,275	17	5,082
French	3	1,724	...	...	3	1,724
,, coasters ...	186	6,978	...	...	186	6,978
American	17	5,081	...	...	17	5,081
Danish	2	752	...	...	2	752
Norwegian	2	914	...	...	2	914
Other countries* ...	3	1,727	...	...	3	1,727

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	765	9	4,275	16	5,040
French	3	1,724	...	...	3	1,724
,, coasters ...	189	7,213	...	...	189	7,213
American	16	4,721	...	...	16	4,721
Danish	2	752	...	...	2	752
Norwegian	2	914	...	...	2	914
Other countries* ...	3	1,727	...	...	3	1,727

* 1 German; 1 Dutch; 1 Chilian.

Mail service with San Francisco.

The monthly mail service with San Francisco is still carried on by three sailing vessels under the American flag, they now, however, come here direct instead of calling at the Marquesas Islands, thus making the average voyage from San Francisco to this place 25 days instead of 30 days.

It is expected that a new contract for this service will shortly be given for 3 years, at present a monthly arrangement merely being made with the owners of the vessels.

Steam communication with Auckland.

Steam communication with Auckland is still very regularly maintained by the British steamer "Richmond," belonging to the firm of Messrs. Donald and Edenborough. An annual subsidy of 800*l.* (20,000 fr.) is now paid to this company by the Local Government of Tahiti for carrying the mails, and it is stipulated that 11 trips were made during the year.

The subjoined time-table gives the sailings of the steamer for 1893. Communication with Tonga and Samoa has been discontinued.

TIME-TABLE of Steamship "Richmond" for the Year 1893.

Leave Auckland.	Arrive Tahiti.	Arrive Raratonga.	Arrive Auckland.
January 14	January 27	February 6	February 13
February 17	February 28	March 7	March 16
March 20	March 31	April 7	April 16
April 20	May 1	May 8	May 16
May 20	May 31	June 6	June 15
June 19	June 30	July 7	July 16
July 20	July 31	August 7	August 17
August 21	September 1	September 8	September 17
September 21	October 2	October 6	October 17
October 21	November 2	November 6	November 17
November 20	December 1	December 5	December 16

There is no change to record in shipping changes or port regulations, except that a tax of 2 fr. 50 c. per ton is now charged to vessels taking water from the Government tap at the quay. Tonnage dues.

RETURN of Principal Articles of Export from Tahiti during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bêche-de-mer	Lbs. ...	24,600	344	13,330	232
Coffee	,, ...	76,600	2,572	15,660	586
Cotton, in bale	,, ...	463,234	14,196	572,246	21,352
Dessicated cocoanut	,, ...	34,865	689	85,606	1,606
Fungus	,, ...	26,358	342	39,833	579
Vanilla	,, ...	25,560	4,418	24,585	7,456
Wool	,, ...	61,562	1,738	8,091	176
Wax	,, ...	2,240	100	4,294	166
Cotton seed	Tons ...	156	365	645	1,511
Copra	,, ...	4,275	47,090	6,127	76,825
Mother-of-pearl shell	,, ...	593	51,696	598	50,474
Cocoanuts	Number ...	665,660	2,409	861,872	3,499
Oranges	,, ...	2,884,000	2,114	3,586,000	2,644
Trees, orange, &c....	,, ...	...	...	320,020	764
Hides...	,, ...	823	152	717	280
Pearls	...	...	...	...	...
Others	...	...	15	...	145
Total	...	...	128,240	...	168,295

The above list shows a decrease in exports from this colony during 1892, which is accounted for by the fall in price in the foreign markets of all produce, with the exception of shell, from these islands. Decrease in exports.

Owing the low price paid for cotton, the planters who are all native became discouraged, many plantations were neglected, and some, indeed, were abandoned. There is now, however, a better prospect for this commodity, and the supply for this year will, in all probability, be increased. Cotton.

Although the return of this article shows a decrease as compared with that of 1891, it gives in reality a very fair average Copra.

of the quantity now annually produced in the colony. In 1891 fully 1,000 tons of the copra exported were prepared in 1890, but were not shipped until the following year.

Pearl shell.

The regulations which took effect at the beginning of this year (1893), by which the use of the diver's dress and apparatus at the pearl fisheries is prohibited, have been the subject of much difference of opinion amongst the native and foreign communities of these islands.

The claim of certain natives and traders, and, indeed, the reasons set forth by the Chamber of Commerce, that the shell beds have been depopulated and permanently injured by the use of the diver's dress and apparatus, though at first sight appearing to be well founded arguments, have on close examination proved to be the reverse. It has been stated that shells found in greater depths than 10 fathoms are those mostly important for re-production, and to destroy them will ruin the fisheries and bring distress on the natives, who depend on pearl-shell diving for their livelihood; but it has now been clearly proved that the employment of the diver's dress and apparatus at the fisheries during the past 4 years has produced results giving quite the contrary effect.

Diving dress apparatus.

From 12 sets to 18 sets of diving apparatus (scaphandres) have constantly been employed since 1890 at the pearl fisheries in the Paumotu Islands, and no diminution of shell is anywhere visible, but, on the contrary, at some of the islands, Kikueru and Raroia for example, which have been most sedulously exploited by this system of diving, the production has not only much increased but a better class of shell than formerly is now found. The reasons for a result differing so entirely from the opinions held by those opposed to the use of the diver's dress will be readily understood if the question of the re-production of the pearl oyster be for a moment closely examined.

Reproduction of the pearl

Shells undisturbed will produce in their own depth or lower, but never above. The ova or spawn does not, as far as can be learned, ever rise after emission from the parent shell, it sinks, but sinks slowly till it reaches something to adhere to. Spawn ejected in depths of from 15 fathoms to 18 fathoms cannot have any chance of reaching a favourable locality in which to grow, it is in still water beyond the influence of the currents, and if it grows at all it does so in masses and clusters, frequently covered with the deposits of the lagoon.

With the dress and apparatus the diver, at depths varying from 12 fathoms to 18 fathoms, reaches many shells which the naked diver could never touch, and as it should be remembered that all shell after 3 years or 4 years of age, are destroyed or seriously deteriorated by the borer or worm parasite, he is enabled to secure a larger number of shells that would otherwise be entirely lost to commerce. These shells on being brought to the surface are at once opened, and the meat contents are thrown into the sea. The ova or spawn is thus disseminated over a wide area instead of remaining confined in a small space at a great

depth, and a considerable portion whilst sinking slowly is undoubtedly carried by the currents towards the shore and lodged against the reefs, to the sides of which it adheres and grows into oysters at depths easily accessible to the native diver. It may here be remarked that the most favourable site for the growth of the pearl oyster is the side of a reef in a lagoon at a depth of not less than 2 fathoms, far enough down to be beyond the effects of sunlight and surface currents.

Whilst this method of procuring the shell disseminates the ova of the pearl oyster, the native, on the other hand, notwithstanding the law to the contrary, rarely returns the spawn to the sea. He has no time while fishing to open the oyster to seek for the pearls, and so waits till he reaches the shore to do so, the result being that the meat contents of the shell are either cooked and eaten, or else thrown to waste on the sand.

The superintendent, or owner of the diving apparatus, has the strongest reasons to open the shells in his boat on the fishing ground where he has control over the operation himself, and can prevent any attempt on the part of his crew to conceal the pearls that may be found, which it might be difficult to do if the shells were opened on shore. The result of this is, that the meat contents of the shell including the spawn are naturally at once thrown into the sea—this, at any rate, may practically be considered the rule.

That the native who lives in the Island should be jealous of the outside diver with his apparatus, who by working steadily and systematically gathers shells, and makes money before his eyes, is quite natural. He does not consider that he himself never works systematically at his diving, nor that the diver who uses the dress secures shells that he himself could never get, he sees merely that in the latter he has an active and formidable competitor, who must be removed if he is ever again to pursue his work with the indifference and leisurely indolence so common to his natural habits. Doubtless, he also reasons that, did the diving apparatus not exist at the fisheries, he, at any rate, would have no rival. On these self-interested grounds alone the ignorant native sets up his grievance and claim for protection against the diving apparatus without for a moment thinking that in doing so he is over-riding the plainest evidence, and retarding and injuring his own interests for the future.

Diving apparatus a distinct advantage.

It must now not only be asserted but admitted that the employment of the diver's dress and apparatus at the fisheries is, from every point of view, a distinct advantage to the pearl-shell industry and a permanent benefit to every native in the shell islands.

Loss sustained.

If we examine for a moment the loss that will be sustained by all, with no advantage to any one, by the suppression of the diving apparatus, we find, first, that the Local Budget will have to bear a direct loss of over 15,000 fr. (6,000*l.*), thus:—

Description.	Amount.
	Francs.
Tax on 18 sets of diving apparatus (scaphandres)	18,000
Duty on 324 tons* of shell per annum, at 40 fr.	12,960
,, merchandise imported to pay for shell, say 20 per cent. on 600,000 fr.	120,000
Total	150,960

* A scaphandre averages, per month, 1,000 kilos. good shell, 500 kilos. wormed, making a total of 1,500 kilos., or 18 tons, per annum; this gives a total of 324 tons per annum on the 18 scaphandres.

Second, that the loss to commerce will exceed 240,000 fr., or nearly 10.000*l.*, thus:—

Description.	Amount.
	Francs.
Average profit on 600,000 fr. of merchandise, at 15 per cent.	90,000
Freight on 324 tons of shell	32,400
Profit on shell, 20 per cent.	120,000
Total	242,400
Equivalent in sterling .. .. £	9,696

Again, the introduction of the diving dress and apparatus gave employment to nearly 200 natives of the Paumotus and of Tahiti, who are now thrown out of work, and, other employment not being easily found, they will revert to the indolent depraved life so common to these islanders and so detrimental to the interests of the country.

It is, however, the current opinion that the Government here will not unwillingly listen to the representations now being made by those whose practical experience has proved that the question was not fully understood at the time the edict for the suppression of the diving apparatus was issued. The clear proofs that now exist of the increase in the production of new and superior shell at the islands where diving apparatus was chiefly used have shaken considerably the opinions that were formerly held, and it is now confidently expected that the law for the suppression of the diving apparatus will be, if not entirely abrogated, at any rate considerably modified.

Modification of order.

RETURN of Principal Articles of Import to Tahiti during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Live stock	...	...	2,408	...	3,160
Salt provisions	...	...	5,831	...	10,315
Flour	Lbs.	2,255,776	10,580	2,605,354	12,520
Rice	,,	442,721	2,166	483,452	2,451
Biscuits	,,	392,300	2,374	416,374	2,711
Potatoes	,,	227,741	381	263,448	536
Beans	,,	39,292	194	53,383	286
Sugar—					
Refined	,,	296,830	2,983	294,910	3,086
Brown	,,	140,643	942	113,042	772
Tea	,,	7,411	364	6,646	334
Coffee	,,	48,485	1,364	9,154	306
Olive oil	Gallons	1,412	465	1,767	600
Vegetables	Lbs.	6,769	259	...	494
Onions	,,	67,690	231	69,628	249
Wheat	,,	58,658	191	145,512	241
Barley	,,	331,368	748	505,927	1,188
Oats	,,	...	5	2,919	10
Bran	,,	58,150	110	63,967	145
Opium	,,	318	254	1,715	1,343
Wine—					
Red, in cask	Gallons	12,497	764	39,196	2,810
,, bottle	,,	878	280	614	203
White, in cask	,,	4,981	460	4,835	459
,, bottle	,,	407	120	101	32
Champagne	,,	242	256	548	295
Absinthe	,,	4,048	962	5,187	1,233
Vermouth	,,	502	101	1,435	278
Gin	,,	90	16	609	66
Rum	,,	67	9	6,023	342
Whisky	,,	66	27	33	19
Beer	,,	1,867	328	6,586	777
Bitters	,,	140	50	361	122
Amer Picon	,,	182	40	460	101
Liqueurs, assorted	,,	902	345	1,502	550
Cognac	,,	3,906	750	4,004	821
Other liquors	,,	925	256	...	315
Vinegar	,,	658	44	1,448	105
Mineral waters	Cases	11	19	125	124
Linseed oil	Gallons	3,014	338	5,285	660
Turpentine	,,	1,413	465	491	58
Oils	...	...	85	...	150
Sweet biscuits	Lbs.	20,288	431	12,575	475
Coals	Tons	2,637	1,748	1,620	989
Bricks	Mille	7	13	34	58
Cement	Lbs.	44,000	43	168,951	209
Iron	,,	13,370	55	330,182	2,645
Timber	...	...	3,649	...	5,260
Hay	Lbs.	4,818	10	27,689	56
Drugs	...	...	364	...	323
Paints	Lbs.	65,084	848	90,287	1,155
Soap	,,	445,178	2,951	246,935	1,702
Perfumery	...	...	824	...	900
Tobacco and cigars	...	...	976	...	1,645
Matches	Gross	8,300	748	8,200	608
Calico	Yards	177,016	1,760	250,813	2,357
Parens	,,	200,667	2,307	249,301	3,511
Denims	,,	28,173	640	34,186	872
Silks	...	...	260	...	252
Muslins	Yards	103,090	1,219	82,074	1,267
Prints	,,	362,624	4,576	671,950	7,787
Other cloths	...	...	10,794	...	16,626
Ships' stores	...	...	2,104	...	2,983
Kerosene	Gallons	46,800	1,784	45,729	1,830
Other articles	...	...	...	...	26,814
Total	...	...	75,669	...	130,591

I am unable to forward a complete return of imports for the year 1892, as the statistics for that period have not yet been published. Through the courtesy of the custom-house authorities, Complete statistics not yet published.

however, I am enabled to forward the above list, and it may be assumed that the value of the articles not enumerated, but classed under the heading of "other articles" is between 20,000*l.* and 30,000*l.*, making the total value of all goods imported come to about 105,000*l.*, or a decrease, as compared with the preceding year, of nearly 30,000*l.*

Depressed state of business.

This falling-off may be attributed to :—

First, the depressed state of business and there being less money in circulation among consumers, and, consequently, less demand for goods, particularly provisions; also owing largely to the low prices prevailing for copra, cotton, and vanilla during the year, the unsettled condition of affairs at Raiatea, and, in a small measure, to the poor coffee crops at Rarotonga, which place draws part of its supplies from Tahiti.

Second, to the more conservative manner in which business is being done, merchants being more careful to avoid large stocks in hand and being also averse to the giving out of the large credits and advances that they formerly did. It is possible also that the absence of the Admiral and the greater portion of his squadron may have had an effect, but on the whole less money in the consumers' hands to purchase with and consequently less demand caused smaller importations.

New tariff.

In August, 1892, the French general customs were applied to Tahiti. All goods, whether French or foreign, continued to be charged as heretofore the ad valorem duty of 13 per cent. ("les Droits d'Octroi de Mer"), but, in addition to this charge, foreign goods were subjected, first, to an increase of 25 per cent. on the original invoice prices, and then to the application of the customs specific duties calculated on this increased amount.

Tariff of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty. Fr.	c.	Per cent.
Timber of all Kinds.				
Uncut pine, or sawn into scantling ..	Per cub. metre..	4	0	..
Planed wood, one or both sides, grooved	,, ..	5	0	..
Cedar, walnut, or oak	,, ..	8	0	..
Cedar or other woods for carpentry ..	,, ..	8	0	..
Woods of the islands	,, ..	10	0	..
Posts	Per 1,000 ..	50	0	..
Shingles (for roofs)	,, ..	1	0	..
Lathes	Ad valorem ..	..		10
Firewood	Per cub. metre..	2	0	..
Beverages.				
Red and white wine in barrels	Per hectolitre ..	17	50	..
,, ,, cases	Per case of 12 bottles, or 24 half bottles ..	10	0	..
Sparkling wines	Per case of 1 doz.	20	0	..
Liqueurs, dry and sweet (Madeira, port, sherry)	,, ,, ..	20	0	..
Liqueurs, dry and sweet (Madeira, port, sherry) in barrels	Per hectolitre ..	100	0	..
Assorted syrups	Per litre ..	0	50	..
Gin, whisky, old Tom, alcohol	,, ..	2	0	..
Brandy, in cases or casks..	,, ..	1	50	..
Rum ,, ,, ...	,, ..	2	0	..
Kirsch, Kummel, in cases or casks ..	,, ..	1	50	..
Absinthe, in cases or casks	,, ..	2	0	..
Vermouth ,, ,, ...	,, ..	1	50	..
Liqueurs (assorted) in cases	,, ..	1	50	..
Cassis	,, ..	1	50	..
Fruits preserved in spirits	,, ..	0	75	..
Bitters	,, ..	2	0	..
Beer, porter, and cider, &c.	,, ..	0	25	..
Mineral water	Per bottle ..	0	5	..
Vinegar	Per hectolitre ..	7	50	..
Various Articles.				
Starch	Per 100 kilos. ..	20	0	..
Opium	,, ..	350	0	..
Candles	,, ..	30	0	..
Beeswax	,, ..	40	0	..
Blacking (various)	Ad valorem ..	..		15
Sealing-wax	Per 100 kilos. ..	15	0	..
Glue	,, ..	7	0	..
Blue, in ball or powder	,, ..	20	0	..
Inks of all colours	Per 100 litres ..	15	0	..
Emery powder	Per 100 kilos. ..	7	0	..
Grease, for carriages or harness.. ..	,, ..	7	0	..
Putty	,, ..	7	0	..
Castor-oil for industries	,, ..	15	0	..
Soap, ordinary	,, ..	6	0	..

TABLE of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania—continued.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty.		
		Fr.	c.	Per cent.
VARIOUS ARTICLES—continued.				
Varnish	Per 100 kilos	20	0	..
Sweetmeats	,,	15	0	..
Chocolate, cocoa, confectionery	,,	20	0	..
Cocoa, not prepared	,,	20	0	..
Dessert biscuits	,,	15	0	..
Saffron	,,	400	0	..
Medicines	Ad valorem	..		5
Vanilla	Per 100 kilos.	208	0	..
Patent medicines	Ad valorem	..		5
Tobacco	,,	..		15
Cigars of all kinds	,,	..		15
Cigarettes	,,	..		15
Perfumery	,,	..		15
COLOURS.				
Colours (oil, water, or in powder)	Per 100 kilos.	7	0	..
Ivory black	,,	7	0	..
Lamp ,,	,,	7	0	..
Ochres, various	,,	5	0	..
Blacklead	,,	7	0	..
Redlead	,,	7	0	..
COLONIAL COMMODITIES.				
Refined sugar	Per 100 kilos.	25	0	..
Brown ,,	,,	25	0	..
Spices	,,	25	0	..
Tea	Ad valorem	..		8
Coffee	,,	..		8
Molasses	Per 100 kilos.	25	0	..
Olives, capers, mixed pickles, mustard	Ad valorem	..		15
FARINACEOUS AND PRESERVED FOOD.				
Wheaten flour	Per 100 kilos.	2	0	..
Rice	,,	2	0	..
Arrowroot, yams	,,	10	0	..
Potatoes	,,	0	50	..
Onions	Per 100 kilos.	2	0	..
Vegetables (various)	,,	3	0	..
,, (compressed)	Ad valorem	..		10
Tapioca	Per 100 kilos.	10	0	..
Pâtés	,,	10	0	..
Meal	,,	10	0	..
Ships' biscuits	,,	3	0	..
Peas (petits pois au naturel)	,,	15	0	..
,, (,, beurre et au jambon)	,,	25	0	..

TABLE of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania—continued.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty.		
		Fr.	c.	Per cent.
FARINACEOUS AND PRESERVED FOOD—continued.				
French beans, beans	Per 100 kilos. ..	15	0	..
Mushrooms				
,, in oil				
Tomatoes, asparagus				
Truffles	,, ..	400	0	..
Chestnuts, roasted				
Soups: Julienne, Bouillon, Potage Militaire..				
Soups, tinned	,, ..	15	0	..
Sauces				
Artichokes, cauliflower				
Snails (à la Bordelaise)				
Liebig	,, ..	50	0	..
FRUITS AND SEEDS.				
Raisins and other dried fruits	Per 100 kilos. ..	10	0	..
Table fruits in juice	,, ..	10	0	..
Fruits and vegetables preserved in vinegar	,, ..	10	0	..
Cereals (seeds)	,, ..	1	50	..
Dried prunes	,, ..	10	0	..
Almonds, maize	,, ..	15	0	..
FILAMENTS.				
Pulled cotton	Per 100 kilos. ..	10	0	..
YARNS AND FABRICS.				
Cotton material in pieces, prints, muslins, parens, cloths, flannel, alpaca, merino, cashmere, serge, billiard cloth, satin, silk, velvet, grenadine, stockings, undershirts, shawls, ribbons, trimmings, lace, thread, all cloths, &c. ..	Ad valorem ..	..		13
SHIPS' STORES.				
Water tanks	Ad valorem ..	..		5
Chains of all sizes..	,, ..	..		13
Boats ,, ...	,, ..	..		10
Blocks, wooden or iron	,, ..	..		8
Oakum (hempen or flax)	Per 100 kilos. ..	10	0	..
Felt..	,, ..	10	0	..

TABLE of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania—continued.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty.	
		Fr. c.	Per cent.
FURNITURE.			
Furniture of all kinds	Ad valorem ..	..	13
With the exception of—			
Iron beds, rattan armchairs and chairs, Chinese trunks	,, ..	..	8
METALS.			
Unwrought metals, iron, steel, copper, zinc, lead, tin, unwrought iron for buildings	Per 100 kilos. ..	12 0	..
Gold, in bars, wire, or sheet	Per 1 kilo. ..	500 0	..
Silver ,, ,, ...	,, ..	35 0	..
Platinum ,, ,, ...	,, ..	575 0	..
Wrought metal, and ready for use ..	Ad valorem ..	..	13
Galvanised iron, roofing	,, ..	..	13
MISCELLANEOUS.			
Pencils of all kinds	Per gross ..	1 0	..
Basket work, ordinary and fine	Ad valorem ..	..	13
Material for saddlery	,, ..	..	13
Sewing needles, sail and machine ..	,, ..	..	8
Arms and ammunition	,, ..	..	20
Jewellery, all kinds	,, ..	..	13
Toys, games, pens, penholders	,, ..	..	13
Bands (sundry)	,, ..	..	8
Brushes	,, ..	..	13
Brooms	,, ..	..	13
Hats of all kinds, shoes	,, ..	..	13
Cutlery, safes	,, ..	..	13
Carriages of all kinds, wagons, carts, handcarts, &c.	,, ..	..	20
Velocipedes, perambulators	,, ..	..	13
False hair for ladies, &c.	,, ..	..	13
Rope of all sizes, manilla rope, fishline (hempen and cotton), sail-thread, nets, &c.	Per 100 kilos. ..	10 0	..
Smoothing irons	Ad valorem ..	..	8
Artificial flowers, gloves of all kinds ..	,, ..	..	30
Hooks	,, ..	..	8
Clocks, watches	,, ..	..	15
Photographic instruments	,, ..	..	8
Suspension and other lamps, musical instruments, drums, musical boxes, accordions, harmoniums, organs, pianos, and articles for repairing the above	,, ..	..	15
Instruments for weighing and measuring	,, ..	..	8
Sewing machines, coffee, and pepper mills, suction and force pumps, agricultural tools	,, ..	..	8

TABLE of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania—continued.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty.		
		Fr.	c.	Per cent.
MISCELLANEOUS—continued.				
Cartridges and ammunition	Ad valorem			20
Umbrellas, parasols, copying presses	„			10
Pipes of all kinds	„			15
Feathers (ostrich and others)	„			20
Hardware, tinware, ironmongery, nails, locks, &c., indiarubber hose, wire-gauze of brass, steel, iron, &c., plaits of straw, &c.	„			10
All articles of wood, such as oars, cases, spades, and handles, doors, blinds, windows, oak flooring, cartwright's work, &c.	„			8
Works of art, pictures, paintings, statutes, vases, china, &c., Chinese matting	„			10
SALT PROVISIONS, PRESERVES, &C.				
Tinned meats (beef, mutton, &c.), tongue, pigs' feet, ham, and sausage	Per 100 kilos.	8	0	..
Salt meat, smoked and pickled	„	3	0	..
Butter in barrels, tins, or bottles	„	10	0	..
Lard, cheese	„	6	0	..
Neat's foot oil	„	13	0	..
Preserved milk	„	8	0	..
Tallow	„	2	0	..
Hair and wool for mattresses	„	13	0	..
Prepared skins (sheep, &c.)	„	20	0	..
Hides	„	13	0	..
Pâtés' fins	„	20	0	..
„ militaires	„	10	0	..
Tripe, ham in tins, game and fowl in tins	„	15	0	..
PRESERVED FISH.				
Sardines	Per 100 kilos.	13	0	..
Salmon and codfish (tinned)	„	8	0	..
Lobster, oyster, mackerel, herring (tinned), &c.	„	10	0	..
Smoked herring	„	4	0	..
Sponges, common	„	13	0	..
„ fine	„	50	0	..
MISCELLANEOUS.				
Gelatine, ginger, hops	Per 100 kilos.	13	0	..
Cork in bulk	„	25	0	..
Corks	Per mille	1	50	..
Charcoal	Per 100 kilos.	2	0	..

TABLE of Customs Duties Levied on Foreign Goods Imported into the French Possessions of Oceania—continued.

List of Articles.	Unit on which the Duty is Levied.	Rate of Duty.	
		Fr. c.	Per cent.
MISCELLANEOUS—continued.			
Slate for roofing	Per 100 kilos.	8 0	..
Whiting	„	3 0	..
Bricks	Per 1,000 kilos.	5 0	..
Firebricks	„	15 0	..
Paving stones	„	10 0	..
Lime	„	5 0	..
Cement	Per barrel of 100 kilos.	1 50	..
Tar	Per 100 kilos.	5 0	..
Kerosene	Per 30 kilos.	0 85	..
Grindstones	Per 100 kilos.	5 0	..
Whetstone and pumice stone	Ad valorem	..	13
Porcelain and pottery ware	„	..	13
Tiles	Per mille	5 0	..
Sulphur	Per 100 kilos.	5 0	..
Dye	Ad valorem	..	13
Matches (wax and wood)	Per gross of boxes	2 0	..
Powder	Per 100 kilos.	15 0	..
Dynamite	„	15 0	..
Table salt	„	1 0	..
Cardboard, account books, note paper, printing paper, wall paper, &c.	Ad valorem	..	8
Packing paper	Per 100 kilos.	2 50	..
Photographs, labels, envelopes, Venetian lanterns, &c., cigarette paper	Ad valorem	..	8
Playing cards	„	..	13
Olive oil	Per hectolitre	25 0	..
Linseed oil and colza	Per 100 kilos.	15 0	..
Cocoanut oil	„	20 0	..
Resin	„	2 0	..
Turpentine	„	15 0	..
Liquorice	Ad valorem	..	15
Glass and crystal ware	„	..	15
All other goods not enumerated in this tariff	„	..	8

The following articles are free from duty :—

Provisions, stores and articles for the Government of the Colony or Municipalities.

Machine tools for wood and metal workers.

Tools in use brought by workmen about to establish themselves in the Colony.

Cattle, horses, sheep, goats, pigs, fowls, game birds, and all live birds.

Arms and munitions of war, clothing and accoutrements for the use of the garrison.

Supplies intended for the use of schools.

Clothing and effects composing the wardrobe of travellers at the time of their arrival.

Furniture and movables in use belonging to military functionaries and officers, landed at the time of their arrival in the Colony.

Furniture and movables in use belonging to persons about to settle in the Colony.

Diving dresses and apparatus, and all appliances for the culture and fishing of pearl oysters.

Fruit trees, plants, grain and seeds.

Cotton fungus, copra, cocoanuts, and all other island produce with the exception of coffee.

Robes, &c., for members of the tribunals, military uniforms, arms and equipment for officers, and the uniforms and insignia of members of the Civil Service.

Registers and printed matter for the use of Consuls.

Materials required for the building or refitting of ships, vessels, and boats, provided the importer declares to the Government the use they are to be put to.

Receivers, sacks, cases, and materials necessary for packing the produce of the country when intended for exportation.

This new tariff was put immediately into force on its being received in the colony, causing considerable dissatisfaction among the merchants, who, on account of large consignments they had en route and extensive orders that had only a short time previously been given, addressed a petition to the Governor begging that the new tariff be not applied to any merchandise that had been ordered up to the 23rd of the previous month, the date of the departure of the last ship from the colony. The petition was, however, not granted, but, subsequently, owing to the great discontent prevailing among consumers who alone really felt severely the effects of the new tariff the Conseil Général after some deliberation voted on the 23rd of last December to reduce the tariff of the Octroi de Mer to 5 per cent. ad valorem on the following articles, and this decision has been provisionally agreed to by the Governor pending the approval of the President of the Republic :—

TABLE.

Timber.	Blocks, for vessels.
Ordinary soap.	Metals, except precious metals, wrought metals ready for use, and galvanised iron.
,, medicines.	
Oatmeal.	Irons (smoothing).
Rice.	Wood for cartwrights' work.
Arrowroot.	Preserved meats.
Potatoes.	Butter.
Onions.	Cheese.
Vegetables.	Condensed milk.
Compressed vegetables.	Preserved fish.
Tapioca.	Yeast.
Flour (varieties).	Salt.
Vegetables (tinned).	Bricks.
Liebig.	Coal.
Cereals.	Mineral oil.
Water tanks, for vessels.	

Trade with California and New Zealand not affected by introduction of the new tariff.

Although at first the effects of the new tariff may have deterred some of the foreign merchants from ordering goods largely from abroad, it is now generally admitted that the trade with California or New Zealand, as far as provisions, lumber, iron manufactures, or carriage materials is concerned, cannot be affected, the goods must be brought into the colony and, practically, they cannot be supplied by France; they will simply cost the purchaser here more to buy. The new tariff should cause calico, muslins, prints, and some classes of fancy dry goods and drapery to be imported more largely from France, but in the general opinion of the merchants here it will not seriously affect even that trade with foreign ports, that is, it will not seriously increase the importation of French goods. The connection of all business firms, French as well as foreign, with San Francisco and New Zealand is such that the class of goods which the consumers demand will be imported from those places and from England and Germany as before. France does not produce the kind of goods needed here, and it will be difficult, nay, probably impossible, to get the consumers to change their habits of using English, American, and German goods.

Object and design of the new tariff will fail.

No doubt a few French articles, for example, French white sugar and French muslins will be more largely sold, but on the whole it may be concluded that the object and design of the new tariff, viz., to compel the use of French goods, will fail in its intention.

Agriculture.

During the past year the subject of agriculture has been much discussed, and it is hoped that more attention to this matter will be given in future than has hitherto been done.

That the island of Tahiti, not to speak of Moorea, the Leeward Islands, the Marquesas, &c., all of which only produce a handful of commodities for export, could be made to grow thousands of tons of sugar, coffee, cotton, &c., is beyond doubt. On all these islands the soil is most fertile, they are well watered, have good harbours, and are free from the scourge of gales of wind or hurricanes so injurious in most tropical regions. Tahiti capable of large production.

Much has been said about the necessity of steam communication with San Francisco and the Chile money question, and it has been repeatedly stated that the want of the first and the existence of the second as a commercial currency are the bars to progress here. The want also of a bank, it is said, prevents development of the resources of the country. Now, if those who seriously hold these views will look closely into the matter they will be bound to admit that, as things are at present, a steam line could not pay, a bank could not live, and Chile money is good enough for all the business doing.

What is really wanted is increased production! When Tahiti has an export trade of ten—nay, say less, six times what it has now steamers will come of themselves; railroad and telephone lines will spring into existence; banks will be induced to establish agencies; and, in consequence of this last, Chile money will go. What, therefore, should demand important attention in this country is the development of agriculture. Increased production required. Important attention should be paid to the development of agriculture.

It is deplorable that a country so favourably adapted to the growing of produce for the foreign markets should present, as it does almost everywhere, the appearance of a neglected waste of jungle. That so little animation and such absolute indifference to their own interests and the benefit of their country should exist amongst the owners of the soil might almost, it may be suggested, justify the introduction of a rigid law enforcing a heavy tax on all uncultivated land, but with so much to gain by agricultural industry let it be hoped that the day will come when the native of Tahiti will be roused up to utilise the means of fortune he so freely now possesses.

It seems likely that the natives may take up the cultivation of coffee. A beginning has been made on a small scale in the islands of Rurutu and Rimatara, and foreign enterprise also is at work in the island of Tahiti; it will be an important step if the people follow it up. This question has been agitated in Tahiti for the past three years, but with only one exception has anything beyond futile attempts been made to establish plantations. Coffee.

In these latter attempts the old Tahiti system was adopted, which consists merely of clearing away the undergrowth in the bush or forest, and putting in plants in the untilled soil without trimming, due selection, or care. In the former case, however,

Coffee culture commenced with promising success.

which I shall allude to further on, coffee culture on recognised principles has been adopted by an Englishman with promising success.

The variety of coffee known as Tahiti coffee is a very luxuriant grower, becoming in its natural state a tree often upwards of 20 inches in circumference and fully 20 feet in height, but it is scraggy and overgrown, and on this account usually a poor producer.

Coffee first introduced in 1823; the Mocha variety brought to Tahiti in 1860.

The plant was first introduced to the Society Islands as early, it is said, as 1823. Subsequently, in 1860, the Mocha variety was brought here by a Frenchman named Bonnefin, who established a plantation in the district of Faaa, which proved a profitable business. For some unknown reason this plantation was afterwards abandoned, and has now completely disappeared. The variety is still found, however, growing wild in the islands of Tahiti and Moorea.

As the case of the above-mentioned plantation where culture has been observed is the first attempt of the kind made in Tahiti, and as the owner has placed at my disposal the information, it may be useful to those interested in this enterprise to give an outline of what has been done and the results that up to the present time have been obtained.

The first coffee plantation worked on recognised principles of cultivation; description of what has been done, and the results obtained.

Recognising that the uncared for, uncultivated coffee tree in Tahiti was capable of producing an excellent berry, though the crops obtained did not in quantity compare at all favourably with results in other countries, where modern methods for growing were adopted, it was decided by the gentleman alluded to to attempt the culture of coffee in this country upon, as I have already mentioned, recognised principles.

Seven acres of level valley land were carefully cleared of bush, weeds, roots, and stumps of trees; the soil was well prepared by means of the plough and horse. Young coffee plants were then selected from those growing wild in the bush, and the roots and branches having been properly trimmed, they were planted out in holes 10 feet apart, the rainy season being selected for the latter operation.

It was soon ascertained that shade was necessary, and banana, apple, and orange trees were at once planted between the rows. In addition, to ensure permanent shade, the candle nut tree was planted 40 feet apart throughout the plantation, and has proved the most suitable for the purpose, being well branched, medium open, admitting just sufficient light and circulation of air. The question of proper protection from the sun is an important point in the cultivation of coffee in Tahiti, dense shade, though giving good growth, has been found to prevent the tree from bearing.

In the above 7 acres of land 3,500 plants were put out; the Tahitian distaste for cultivation was not indulged in, but a vigorous system of care and management was instituted. The result has more than surpassed the most sanguine expectations of the owner.

Two species of insect pests had to be contended with, the

mealy bug and a green scale, both being very injurious to young plants, but not giving serious cause for alarm in the older trees.

The plantation, which I had an opportunity of visiting, is now commencing its third year of cultivation, the trees are most healthy in appearance, and are growing with symmetrical uniformity. The terminal buds are being nipped off as the trees reach 6 feet to prevent them growing beyond that height. By obtaining thus compact and comparatively low bushes the picking of the crops will be facilitated, and the additional shade thus given will, in all probability, in another two years prevent the growth of weeds, and thus reduce labour to an annual hoeing of the soil around the trees.

Next season the owner intends to let the trees bear for a crop.

This year the bushes blossomed well, but the berries were picked off at once so as not to retard the growth. He fully expects to realise from the crops of the third, fourth, and fifth years sufficient to repay all the outlay he has been put to for the plantation from the beginning.

During the sixth, seventh, and eighth years he anticipates that his crops will average 2 kilos. (4·4 lbs.) per tree each season, and after the eighth year an average of 3 kilos. (6·6 lbs.) yearly. He confidently hopes to obtain for unpulped beans delivered in Papeete, the market for all island produce, the following rates :—

Description.	Amount per Lb.
	Cents.
Mixed beans	10
Average beans	17½
Best „	20 or 22

Local quotations at the present time are :—

Description.	Amount per Lb.
	Cents.
Unpulped mixed beans	15
„ average „	20
„ best „	25

So that his calculations allow, at any rate, a good margin. It may be added that the consumption of coffee in Tahiti is far in excess of the production, as the return of imports will show.

The following estimate may be accepted as practically giving all the expenses of a coffee plantation of 5 acres in Tahiti from the first acquisition of the land till the expiration of 3 years, after which time the first crop for the market may be picked :—

Estimate of the expenses of a coffee plantation of 5 acres.

Description.	Amount.	
	Chilian Money.	Sterling.*
	Dollars.	£ s. d.
Cost of 5 acres of land (best)	125	20 0 0
Labour to prepare the land	280	44 16 0
Coffee plants, say 2,500, and trees for shade ..	55	8 0 0
Labour for keeping the plantation in order for 3 years	540	86 8 0
Total	1,000	159 4 0

* Exchange at 6 dol. 25 c. to the 1*l*.

Prospects offered to coffee planters good.

It has been sufficiently proved that the lands and climate of Tahiti are well adapted to the production of excellent coffee, and it may now be assumed that a plantation under cultivation will bring back in 5 years, at the most, what it has cost; the prospects offered to those who may intend to embark on this enterprise in Tahiti are, therefore, certainly promising. But it should be remembered that although for small plantations not exceeding 10 acres, home or district labour may be depended on, it would require before undertaking the cultivation of extensive plantations a very careful study of the labour question which is fully recognised to be an extremely difficult problem.

Copra.

It is probable that, failing a reappearance of the cocoanut disease, the production of this article will steadily but slowly increase, as young trees are coming into bearing in the Paumotu Group and elsewhere.

Cotton.

The fluctuation in the price of this article in Europe and the consequent low prices paid here to native producers have prevented any increase in the area of plantations—if the small, badly-cared-for patches scattered round Tahiti and Moorea deserve the name. The rise in price that has lately taken place may, however, have the effect of inducing the native planters to pay more attention to this industry.

Oranges.

The orange tree was originally introduced into the Society Islands from Brazil by the navigator, Cook, and, subsequently, by the early missionaries from the Australian colonies. These two varieties, though still giving a slight difference in species, have by acclimatisation and self-propagation become merged into one variety, known in the markets as the Tahiti orange. The fruit varies from oblong to oval in shape being well flattened at the blossom end. It is medium large, very heavy, very juicy, sweet and highly-flavoured, thin-skinned, pulp and division tissues tough, and the rind a light lemon-yellow in colour. Trees growing on lowlands produce an inferior fruit to that found at higher elevations, and generally supply the early portion of the produce exported on account of their easier accessibility.

The orange

The orange tree in Tahiti is not cultivated, but grows in the

wild state, propagation being carried on by raiders, such as rats, &c., scattering the seed, which, owing to the moist, warm climate, germinates with certainly and rapidity. With few exceptions, occasionally found on clearings made for dwellings, plantations, and roadways, the orange tree in Tahiti grows in the bush, straggling, moss-covered, enveloped by tendrils and creepers, and surrounded by weeds, and in this naturally weakened condition is becoming an easy prey to the many species of scale and insect pest now so prevalent, and so carelessly introduced during the past few years. The more vigorous trees found in the open are better able to resist the ravages of this evil, but the consequences in course of time to the so-called orange groves of Tahiti must be evident to all. Still, the native, who so greatly depends on the orange crop as a source of income does nothing whatever to save the trees. He makes no attempt to clear the chaos of jungle surrounding them, or to destroy the pest; he contents himself with living simply on the fruits of nature as long as they are provided for him.

Tree in Tahiti grows in the wild state.

Neglect of orange culture condemned.

But this condition of inactivity, if continued in, must bring disastrous results. To regain the markets of California and to retain those of New Zealand will necessitate attention being given to the cultivation of the orange tree. As is seen now the more attractive in appearance, though not superior or even equally good-flavoured fruit produced of late in California has driven the Tahiti orange out of that market, and it may be that rival orange-growing islands of the Pacific, where attention is now being given to the culture of the fruit, will before long deprive Tahiti also of the market of New Zealand.

It is perfectly possible and practicable to make the culture of the orange in Tahiti a success, and this important matter should no longer be neglected.

Orange culture can be made a success.

During the past few years the bulk of sugar-cane grown in Tahiti has been used at distilleries for making rum, with the result that the market is now overstocked with this commodity. As only two sugar-mills exist in Tahiti, and as the best sugar plantations are at such distances from either that it would not pay to transport the cane, distillers will in all probability obtain it for lower prices then they have hitherto paid.

Sugar.

Owing to the fall in the price of vanilla last year (1892) some of the native planters neglected their plantations to such an extent that even during the flowering season the inoculation of the plant was not attended to. As, therefore, there are now fewer bearing plants at a time when the demand has again increased, the more thoughtful owners of plantations reap the benefit, and also gain the advantage of the rise in price that has recently taken place.

Vanilla.

General Remarks.

The continued unhealthy state of the town attracted the attention of the municipal authorities during the latter part of

Sanitary condition of Papeete.

last year, which has resulted in some satisfactory sanitary arrangements being made.

Population.

According to the census which was taken in 1887 the total population of the various islands forming the French establishments of Oceania was then 24,418. The census taken in 1892 gives, as will be seen by the subjoined table, a decrease of 2,318, which is partly accounted for by a reduction in the naval and military establishments of 794 men, and, though no table showing the division of nationalities is now published, the balance may be attributed to a decrease in the Tahitian population.

It does not, however, show the total reduction in this race of people, for whilst the foreign population remains much the same now as it was in 1887 the number of half-castes has undoubtedly greatly increased.

TABLE showing the Population of the French Possessions in Oceania according to the Census of June 30, 1892.

Names of the Islands.	Men.					Women.					Total.		
	Children under 14 Years.	Bachelors above 14 Years.	Married Men.	Widowers.	Total.	Children under 14 Years.	Spinsters above 14 Years.	Married Women.	Widows.	Total.	Males.	Females.	Total.
Tahiti—													
Town of Papeete ...	582	1,546	437	68	2,683	537	541	400	127	1,605	2,683	1,605	4,288*
Districts	951	1,138	840	262	3,197	881	700	798	249	2,628	3,197	2,628	5,825
Moorea	248	197	244	80	769	206	144	230	58	638	769	638	1,407
Marquesas	601	1,263	468	59	2,391	488	1,062	466	38	2,054	2,391	2,054	4,445
Gambier	82	114	75	48	319	56	53	72	8	189	319	189	508
Tuamotu	703	800	896	154	2,553	597	453	893	247	2,190	2,553	2,190	4,743
Tubuai	86	59	51	22	218	87	55	49	20	211	218	211	429
Raivavae	55	32	43	12	142	50	22	47	12	131	142	131	273
Rapa	41	18	26	6	91	45	17	23	6	91	91	91	182
Total	3,355	5,167	3,130	711	12,363	2,947	3,047	2,978	765	9,737	12,363	9,737	22,100

* Including—	Number.
Troops	819
Fluctuating population	165
Total	914

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty
(75 5 | 93—H & S 1547)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1237.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF DUNKIRK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1094.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C.,
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—124.] *Price One Penny*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page :—

No.		Price.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.

No. 1237.

Reference to previous Report, Annual Series No. 1094.

FRANCE.

DUNKIRK.

Consul Taylor to the Earl of Rosebery.

My Lord, *Dunkirk, May* 27, 1893.

I HAVE the honour to enclose herewith my Report on the Navigation, Commerce, Trade, &c., of Dunkirk for the year 1892.

I have, &c.

(Signed) EDWARD TAYLOR.

Report on the Navigation, Commerce, Trade, &c., of Dunkirk for the Year 1892.

ABSTRACT of Contents.

	PAGE
Introductory review of trade, &c.	2
Population	2
Cholera	2
Water	2
Shipping—	
Shipping of all nations	3
British shipping	4
Algerian carrying trade	5
French shipping	5
„ Iceland fleet	6
Trade and commerce—	
Imports	6
Exports	10
Public works	11
New hospice, or asylum for aged paupers	11
Lay days—new "Custom of the Port"	11
British seamen	12

General review of commerce and trade.

The trade of the port in the early part of the year 1892 was very satisfactory, chiefly on account of the large imports of wheat previous to June 1, after which date there was a complete stoppage in arrivals, owing to the duty being then raised to its old figure of 5 fr. per 100 kilos., and to the prospect of a fair harvest.

The new tariff which came into force on February 1, 1892, is not likely to affect Dunkirk so much as some other French ports, as its imports consist for the most part of raw materials, for although the arrivals of tonnage during the last half of the year 1892 were smaller than they have been during any six months for a number of years, this was in a great measure owing to speculative purchases having caused large stocks to be accumulated at the end of 1891 and beginning of 1892, which have to be worked off before trade can resume its normal basis.

Imports, decrease.

The total decrease in imports amounted to 164,667 tons. There was a large falling-off in wheat, seeds, coal, and wood; but, on the other hand, maize and molasses increased considerably.

Exports, decrease.

In exports the decrease was 30,339 tons, chiefly in sugar and rails.

Population.

Population.

The number of persons in Dunkirk at the time of the census of 1891 was 41,108, viz., residents, 37,769; in schools, hospital, prison, &c., 412; soldiers, 1,317; and floating population, 1,610. During the year 1892 there were 1,171 births and 1,120 deaths. Of the births 593 were males and 578 females; of the deaths 588 were males and 532 females; 316 marriages were celebrated and 17 divorces granted during the year. Out of the total number of 1,171 births, 148 or 12·63 per cent. were illegitimate. Taking the population at 41,108 in 1892 (which would probably be about the average number, including the floating population, soldiers, &c.), the death-rate would be 27·24 per 1,000.

Influenza. Cholera.

Influenza was again very prevalent, and coupled with the cholera would probably explain the increase of 64 deaths compared with the preceding year. The first death from cholera officially reported at Dunkirk occurred on September 1, and the last case was on January 2, 1893. Fortunately the disease did not spread to any alarming extent, for during the whole of the epidemic there were only 59 persons reported as suffering from cholera, with 35 deaths.

New supply of water.

Since April, 1892, Dunkirk has been supplied with good water, which is brought in iron pipes from springs at Houlle in the Pas de Calais, a distance of about 25 miles from Dunkirk. There are a considerable number of public taps in the town from which water may be taken gratuitously. The price to consumers supplied through a meter in their own houses ranges from 60 c. per cubic metre of water down to 8 c. Prices vary according to

the quantity of water used up to 50,000 cubic metres, but for all the water taken exceeding that quantity the price is 8 c. per cubic metre. The minimum subscription is 30 fr. per annum for 50 cubic metres of water.

RETURN of all Shipping at the Port of Dunkirk during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels	Tons.
British	311	189,267	1,021	597,435	1,332	786,702
French foreign trade	172	47,233	224	207,156	396	254,389
French coasting ...	350	28,189	353	161,227	703	189,416
German	25	14,334	156	82,817	181	97,151
Swedish and Norwegian	34	19,381	39	19,309	73	38,690
Danish	30	4,909	48	30,175	78	35,084
Dutch	...	...	61	12,348	61	12,348
Italian	4	2,703	3	5,649	7	8,352
Greek	...	...	7	7,410	7	7,410
Belgian	18	464	34	6,862	52	7,326
Russian	9	3,501	4	2,917	13	6,418
American	2	1,919	...	...	2	1,919
Spanish	...	...	2	1,701	2	1,701
Austrian	1	352	...	...	1	352
Portuguese	...	...	1	393	1	393
Brazilian	1	351	...	...	1	351
Total	957	312,603	1,953	1,135,399	2,910	1,448,002
,, for the year preceding ...	974	327,911	2,050	1,264,857	3,024	1,592,768

CLEARED.

Description.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	302	185,249	1,012	598,430	1,314	783,679
French foreign trade	137	48,946	145	126,508	282	175,454
French coasting ...	404	33,238	408	221,956	812	255,194
German	27	17,166	163	88,810	190	105,976
Swedish and Norwegian	39	23,131	40	19,699	79	42,830
Danish	31	3,899	47	28,096	78	31,995
Dutch	2	157	66	16,490	68	16,647
Italian	4	2,703	3	5,649	7	8,352
Greek	...	...	7	7,410	7	7,410
Belgian	3	368	38	7,081	41	7,449
Russian	11	4,142	5	3,529	16	7,671
American	1	875	...	...	1	875
Spanish	...	...	2	1,701	2	1,701
Portuguese... ...	...	...	1	393	1	393
Austrian	1	352	...	...	1	352
Brazilian	1	351	...	...	1	351
Total	963	320,577	1,937	1,125,752	2,900	1,446,329
,, for the year preceding ...	957	309,843	2,039	1,264,498	2,996	1,574,341

The total tonnage of all nations which entered Dunkirk during the year 1892 was 1,448,002 tons, a decrease of 144,766 tons compared with 1891. Decrease in total tonnage.

Sailing vessels, decrease. Steamers, decrease.

Sailing vessels entered gave a total of 312,603 tons, a decrease of 15,308 tons. Steam tonnage amounted to 1,135,399, a decrease of 129,458 tons.

Increases and decreases in tonnage of each nation.

The various increases and decreases in the entries of steam and sailing tonnage compared with 1891 were as follows:—Increases: German, 26,202 tons; Greek, 6,554 tons; Belgian, 3,349 tons; Danish, 1,750 tons; Italian, 1,739 tons; Russian, 993 tons; United States, 606 tons; Portuguese, 393 tons (none in 1891); and Brazilian, 351 tons (none in 1891). Decreases: British, 126,633 tons; French foreign trade, 37,274 tons, and coasting trade, 785 tons; Swedish and Norwegian, 12,269 tons; Spanish, 5,078 tons; Austrian, 3,110 tons; and Dutch, 1,554 tons.

British tonnage.

The year 1892 shows a great falling-off in the entries of British tonnage compared with 1891.

The following table gives the British tonnage at Dunkirk during the past six years:—

ENTERED.

Year.	Number of Vessels.	Tons.
1887	1,166	577,643
1888	1,313	666,103
1889	1,299	620,035
1890	1,416	760,783
1891	1,435	913,335
1892	1,332	786,702

It will be noticed that 1892 shows a large increase in tonnage on all preceding years, except 1891, compared with which year there is a decrease of 126,633 tons. However, 1891 was quite an abnormal year for British tonnage, owing to various causes, but chiefly on account of the large imports of wheat required to supplement the bad harvest in France and to importers enlarging their stocks in preparation for the increase of the customs duties in 1892.

Of the 1,332 British vessels, measuring 786,702 net register tons, which entered in 1892, 451 vessels (462,499 tons) were in the indirect or carrying trade from foreign countries, and 881 vessels (324,203 tons) in the direct trade from the United Kingdom and the British colonies.

Carrying trade, decrease.

The decrease in the entries in our carrying trade compared with the year 1891 was 55 vessels, 45,569 net register tons. The principal entries were as follows:—From the United States, 138,943 tons (decrease, 30,077 tons); Chile, 66,161 tons (decrease, 128 tons); Argentina, 63,099 tons (increase, 5,305 tons); Russia, 41,268 tons (increase, 1,318 tons); France and colonies, except Algeria, 19,324 tons (increase, 4,403 tons)—of these entries 6,267 tons were in ballast; Algeria, 31,103 tons (decrease, 3,404 tons); Spain, 20,102 tons (decrease, 11,154

tons); Egypt, 18,160 tons (decrease, 1,631 tons); Sweden and Norway, 17,128 tons (decrease, 5,844 tons); Roumania, 13,974 tons (decrease, 5,092 tons); and from Greece, 8,708 tons (none in 1891).

Algerian trade.

There was a slight decrease in the entries from Algeria, the figures being 31,103 net register tons for 1892, and 34,507 tons in 1891. It appears that this important carrying trade will be lost to British vessels as soon as all other foreign Powers give up their right to participate in it, and as their interest in the matter is but small, they will probably make little if any objection to Algeria being treated as an integral part of France, and the carrying trade to French ports reserved entirely to French vessels. It is stated that two Dunkirk houses have commenced negotiations respecting the purchase of one or more steamers as may be found necessary (for the transport of barley from Algeria to Dunkirk), which will be completed as soon as it is definitely settled that the trade will be reserved to French vessels.

Direct trade, decrease.

In the direct trade the decrease was 118 vessels (81,064 tons), chiefly in arrivals from India and Australia. British shipping from India, which in 1890 amounted to 65,734 tons, increased in 1891 to 131,185 tons, and fell again in 1892 to 64,212 tons. In the entries from Australia, which amounted to 24,796 tons, there was a decrease of 7,596 tons.

British tonnage cleared.

There cleared a total of 783,679 tons, of which 534,129 tons was in ballast, chiefly for the United Kingdom. Very few British vessels clear from Dunkirk with cargoes for foreign countries, but some 556 vessels (202,624 tons) cleared with cargoes or part cargoes for the United Kingdom. Of the total British tonnage clearing from Dunkirk about nine-tenths was for the United Kingdom.

French tonnage, decrease.

French tonnage again shows a decrease in the entries during the year 1892. The decreases in the past three years were 54,433 tons in 1890, 25,952 tons in 1891 (principally in the coasting trade), and 38,059 tons in 1892 (almost entirely in the foreign trade). These figures show a total decrease in three years of 118,444 tons.

The French total of 443,805 tons was divided as follows:—Entered: in the foreign trade 246,216 tons, decrease 36,896 tons; from the Iceland fishery 8,173 tons, decrease 378 tons; and in the coasting 189,416 tons, decrease 785 tons. Upwards of 49 steamers, 38,485 tons, included in the foreign trade entries had previously left part of their cargoes at other French ports. The principal entries of French vessels with cargoes direct from foreign countries was as follows:—From Argentina 68,765 tons, decrease 19,879 tons; Chile 27,499 tons, decrease 353 tons; Spain 70,038 tons, decrease 19,984 tons; Germany 16,185 tons, increase 3,656 tons; Algeria 8,683 tons, increase 665 tons; Tunis 2,936 tons, decrease 2,431 tons; Portugal 2,234 tons, decrease 783 tons; in addition 5 steamers entered from Senegal, 3 sailing ships from Sweden, and 2 vessels each from Morocco, Russia, and Belgium, and 1 large steamer of 2,636 tons from Australia.

French tonnage cleared.

The clearances in French shipping with cargoes and part cargoes for foreign ports and colonies, amounted to 102,868 tons, a reduction of 37,311 tons. The principal clearances were: for Argentina 26,020 tons, decrease 13,243 tons; Algeria, mostly calling at other French ports en route, 31,874 tons, decrease 3,077 tons; Germany 12,617 tons, decrease 170 tons; Tunis 5,030 tons, decrease 3,066 tons; United Kingdom 3,926 tons, decrease 6,514 tons; Spain 7,981 tons, decrease 897 tons; Brazil 495 tons, decrease 7,815 tons; Senegal 6,582 tons, increase 1,570 tons.

The total clearances of French tonnage in ballast for foreign countries were 64,053 tons, of which 27,496 tons of steam tonnage went to the United Kingdom, and 27,776 tons of sailing tonnage went to Chile.

Iceland fishery.

In 1892 the result of the Iceland fishery was satisfactory both to owners and seamen as the take of codfish was good, and the produce sold at remunerative prices. If the catch of the present season is a good one it should also be satisfactory to owners and men, as stocks are exhausted and prices are therefore likely to rule high.

The fleet which left Dunkirk in 1892 numbered 83 vessels, measuring 8,533 tons, and manned by 1,372 seamen. 81 vessels entered the port with 5,683 tons of codfish and 264 tons of oil, being an increase of 946 tons in fish, but a decrease of 40 tons in oil. Four vessels were wrecked which, with other casualties, caused a loss of 59 lives. These wrecks were attributed to the fleet leaving Dunkirk too early in the season; this year, 1893, the majority of the vessels sailed at the end of March.

Shipping of other nations.

The chief changes in the shipping of other nations were: an increase of 26,202 tons in German steam tonnage, principally owing to the increased import of molasses; and a decrease of 12,269 tons in Swedish and Norwegian, consequent upon smaller imports of wood. In 1892 nine steamers of a German Mediterranean line called to take in cargo for Genoa. This line has now, 1893, ceased to call at Dunkirk as the export cargo was insufficient. Greek tonnage increased 6,554 tons, and Spanish decreased 5,078 tons.

Trade and Commerce.

Imports. Proportion of total imports into France entering by Dunkirk.

Of the gross imports into France during the year 1892 the percentage entering by the Port of Dunkirk was as follows:—

Articles.	Per cent.
Wheat	16
Barley	82
Maize	36
Wool (from the River Plate)	70
Jute	39
Flax	50
Cotton	9
Oleaginous seeds	24
Molasses	73
Iron ore	11
Zinc „	46
Pyrites	47
Petroleum	11
Nitrate of soda	88
Coal	1

RETURN of Principal Articles of Import to Dunkirk during the Years 1892–91.

Articles.	Quantity.		From what Countries.
	1892.	1891.	
	Tons.	Tons.	
Linseed	77,606	88,829	India, Russia, Roumania
Rape and mustard	14,890	25,665	India, Russia, Roumania
Other seeds	22,813	44,194	India, Russia, Roumania
Rape and other cakes	8,951	5,923	England, &c.
Ground nuts	12,975	14,139	Senegal, India
Wheat	265,928	415,553	United States, India, Australia, &c.
Rye	..	1,150	
Barley	107,845	100,498	Algeria, Roumania, Russia, &c.
Oats	12	5,783	
Maize	79,342	30,906	Roumania, United States, Argentina, &c.
Rice	5,388	18,257	French Indies
Nitrate of soda	179,505	167,559	Chile
Flax	38,461	26,607	Russia
Wool	90,012	79,042	Argentina, Australia, England
Jute	17,174	22,864	England
Cotton	19,118	21,335	Egypt, United States, India
Molasses	77,321	27,995	Germany, United States
Petroleum	23,709	15,963	United States
Mineral oil	12,528	11,750	Russia, United States, England
Coal	136,440	187,121	England
Bitumen (solid)	44,607	23,120	England
Coal-tar pitch	32,211	23,656	England
Lead	2,947	3,204	Spain, England
Iron ore	189,609	209,901	Spain, Greece, Algeria
Zinc ore	19,202	19,248	Spain
Pyrites	31,838	31,781	Spain, Norway
Pig-iron	8,223	13,524	England
Machinery	4,022	4,071	England
Bricks	6,775	6,106	England
China clay	3,197	4,078	England
Cement	94	122	England
Wood	58,737	84,424	Sweden and Norway, Russia
Other articles	137,210	158,989	
Total	1,728,690	1,893.357	

Coasting trade.

The above table includes all merchandise entering by sea, except that entering in the coasting trade, which amounted to 92,493 tons in 1891, and to 159,056 tons in 1892.

Imports, decrease.

Imports decreased 164,667 tons compared with 1891. There was a large falling-off in wheat, seeds, coal, and wood, but a very considerable increase in maize and molasses.

Wheat, decrease.

In wheat the decrease was very large compared with the immense imports of 1891, in which year there was an increase of 335,315 tons, the total entering the port being 415,553 tons. The large arrivals in 1891 were the consequence of the bad harvest of that year and the reduction of the duty. In 1892 there were large arrivals of wheat until June 1, when they practically ceased owing to the duty being raised to its old figure of 5 fr. per 100 kilos. or 8*s.* 9*d.* per quarter, and to the prospect of a fair harvest. The reduction in the imports of wheat compared with those of the year 1891 was 149,625 tons.

Price of bread.

The highest price of bread in 1892 was in the month of January, when first quality was 45 c. per kilo. (about 4¼*d.* for 2 lbs. 3¼ ozs.); second quality, 42 c. per kilo. (4*d.* for 2 lbs. 3¼ ozs.); and third quality, 38 c. per kilo. (about 3½*d.* for 2 lbs. 3¼ ozs.). The lowest price was in December, when first quality bread was 38 c. per kilo. (about 3½*d.*); second quality bread was 35 c. per kilo. (about 3¼*d.*); and third quality 30 c. per kilo. (or about 2¾*d.*). Up to this date, May, 1893, the price of bread has not changed since December, 1892.

Oleaginous seeds, decrease.

Oleaginous seed imports, which increased 10,000 tons in 1891, show a decrease of upwards of 43,000 tons in 1892.

Oats.

As there was a larger acreage of oats, the imports fell to nil.

Rice decrease.

The large decrease in rice was probably owing, to some extent, to the very large potato crop in France.

Maize and molasses, increase.

Maize and molasses increased enormously on account of the demands for the distilleries which have had a very prosperous year.

Flax, increase.

The increase of 11,854 tons in flax was owing to several causes: smaller crops in France, short stocks, and to the fact that during a considerable part of the year low quality flax cost no more than jute.

Jute decrease.

The imports of jute fell from 22,864 tons in 1891, to 17,174 tons in 1892, a reduction of 5,690 tons. During the spring of 1892 the price of raw jute ruled high with a dull trade in the manufactured article, and many of the mills worked 10 hours per day instead of 12 hours per day; prices of raw jute then fell in consequence of the reduced consumption and the anticipated first class crop to be harvested in India. The crop, however, did not turn out as abundant as expected, and prices in August and September reached the highest on record, but before the end of the year they fell to a very low level, gradually rising again to normal figures about April, 1893. There are favourable reports from India respecting the prospects of the new crop. It is stated that the export trade in manufactured jute is not profit-

able, exporters being unable to compete satisfactorily with foreign spinners now the hours in the spinning mills have been reduced from 12 to 11, while wages remain the same.

Hours of work in spinning mills.

By the law of November 2, 1892, on the employment of women and children in industrial establishments, which was to come into force on January 1, 1893 :—Children of both sexes from 13 years of age to 16 years of age were not to work more than 10 hours per day, those from 16 years of age to 18 years of age not more than 60 hours per week with a maximum of 11 hours per day, and women and girls over 18 years of age 11 hours per day. But spinners and manufacturers having represented to the authorities that they could not successfully carry on their business unless all hands worked the same number of hours, they have with the sanction, pro tem., of the Prefect reduced the hours all round to 11 hours per day, the wages remaining at the old rate.

Coal decrease.

In coal imports there was a reduction of 50,681 tons. French coal being now lower in price (13*s.* 6*d.* to 14*s.* per ton) and of very good quality, has superseded English coal at this port for nearly all bunker orders, and for some portion of the inland consumption. Briquettes, or patent fuel made of small dust coal and tar, are largely used.

Bitumen (solid), increase.

Cannel coal which is entered at the customs under the name of solid bitumen, has nearly doubled in quantity owing to large demands by the gas companies, principally Paris. In November, 1892, a vessel brought 1,208 tons of cannel coal from Australia for a gas company. It is said to be a marvellous coal for gas. The price delivered in Dunkirk was about 4*l.* 4*s.* per ton.

Wood, decrease.

Considerable decrease in wood imports which were very large in 1891 in prevision of the new tariff.

RETURN of Principal Articles of Export from Dunkirk during the Years 1892-91.

Articles.	Quantity.		To what Countries.
	1892.	1891.	
	Tons.	Tons.	
Sugar	61,882	86,218	England, Italy, &c.
Jute yarn	1,755	2,014	England, Germany, &c.
„ sacks	850	924	England, Algeria
Linen yarn	1,005	1,251	England, Algeria
Woollen yarn	31	21	England, Algeria
Cotton yarn	9	10	Senegal, &c.
Tissues	1,319	689	England, Algeria
Potash	3,638	2,804	England
Salt	4,467	4,545	Iceland fishery
Rails, steel	4,773	14,500	Brazil, Portugal, Spain, &c.
Slates	2,744	3,386	England, Germany
Natural phosphates	6,596	12,749	England, Germany, Italy
Other manures	22	748	
Wheat	1,345	3,969	Germany, Belgium, England
Barley	866	6,564	Germany, Belgium
Flour	1,730	2,842	England, Belgium
Flax	450	358	England
Oils	3,953	4,345	England, Holland
Glucose	2,787	1,458	England
Dry vegetables	951	684	England, Algeria
Green „	1,999	2,014	England, &c.
Potatoes	389	1,277	England, Iceland fishery
Fresh fruit	140	337	England
Bottles	2,021	3,458	England
Casks	5,473	2,472	United States, England, Germany
Forage hay and straw	26,112	13,908	England
Bran	9,756	5,644	Denmark, England
Coal	40,363	32,853	French colonies, Russia, Spain, &c.
Other articles	51,084	56,807	
Total	238,510	268,849	

Exports.

Coasting trade.

The above table of exports does not include the goods leaving Dunkirk in the coasting trade (a trade reserved exclusively for French vessels) which in the year 1891 amounted to 92,493 tons, and in 1892 to 295,986 tons.

Sugar, decrease.

There was again a large falling-off in sugar exports, which was owing to diminished production, to speculation, and to the high prices ruling in France.

Natural phosphates, decrease.

Natural phosphates decreased 6,153 tons. In 1891 the decrease was 8,688 tons.

Steel rails, decrease.

The export of steel rails is decreasing fast, only 4,773 tons having been exported, compared with 14,500 tons in 1891, and 16,921 tons in 1890. One of the principal reasons for this decline is that there is now little or no demand for South America.

Glucose, increase.

The exports of glucose continue to increase.

Coal was exported chiefly to the French colonies. Last year some went to Russia, and quite recently 40,000 tons have been sold to the Russian Government for delivery at Cronstadt. Coal.

Forage exports doubled; the principal forage export is straw, which is sent in large quantities to the United Kingdom. Forage, large increase.

Potatoes fell off owing to low prices in England. Potatoes, decrease.

Public Works.

There is little to say respecting public works. The large new entrance lock at the Bassin Freycinet will probably not be opened before 1895, at which time it is to be hoped the new eastern pier, which will so considerably increase the width of the entrance, may be finished; when these two important works are completed Dunkirk will be able to receive conveniently the largest merchant vessels. Public works. New lock and new pier probably finished in 1895.

It is reported that a firm of ship-builders at St. Denis are thinking of establishing a ship-building yard for iron vessels at Dunkirk. Rumour of a ship-building yard being established.

The Chamber of Commerce have added to their old fleet of 8 tugs a new and powerful twin screw tug, built at Havre, of 55 tons net register, and 1,260 horse-power, and which is capable of steaming 15 knots an hour. In addition to these 9 tugs there is a screw tug of 360 horse-power belonging to a private individual. Powerful tug purchased by Chamber of Commerce.

A new hospice or asylum for aged paupers and orphans of Dunkirk has been partly opened at Rosendael, a commune touching the town. The estimated total cost of the building is 60,000*l.* When completely finished it will accommodate 500 inmates, at present it is tenanted by 100 men and 75 women. Married couples are separated and only meet at recreation time, but it is hoped as soon as sufficient funds can be obtained to have a separate building in which old married people may live together. New hospice or asylum for aged paupers and orphans partly opened.

Lay Days.

From January 1, 1894, the old "custom of the port" as to the lay days for vessels loading and discharging is to be abrogated and a new "custom of the port" is to be instituted, more in consonance with modern ideas of dispatch as far as steamers and the smaller sailing vessels are concerned. At present, and up to December 31 next, steamers and sailing vessels are treated alike and have ten running days for discharging or loading if they arrive from, or are going to, the United Kingdom or any port between Dunkirk and Bayonne, and 15 running days from and to all other ports. Change in custom of the port respecting lay days for loading and discharging vessels.

From January 1, 1894, the "custom of the port" is to be as follows:—

For Sailing Vessels.

Class A.—From United Kingdom or ports between the Elbe and Gibraltar:—

	Tons Net Register.		
	From—	To—	
Vessels	1	100	5 days
„ (over) ..	100	..	1 day in addition per 25 tons or fraction thereof

Class B.—From any ports not in Class A:—

	Tons Net Register.		
	From—	To—	
Vessels	1	300	8 days
„	301	500	9 „
„	501	700	10 „
„ (over) ..	700	..	1 day in addition per 250 tons or fraction thereof

For Steamers from all Ports.

	Tons Net Register.		
	From—	To—	
Steamers	1	250	4 days
„	251	500	5 „
„	501	750	6 „
„	751	1,000	7 „
„ (over) ..	1,000	..	1 day in addition per 400 tons or fraction thereof

Note.—In all cases Sundays and legal fête days are to be excepted.

British Seamen.

British seamen.

In 1892 there was a decrease in the number of seamen paid off and engaged at this Consulate, 2,740 seamen, decrease 335, were discharged; 1,979, decrease 211, engaged; and 29 reported as deserters; total 4,748—a decrease of 542 compared with the year 1891.

The falling off in the number of seamen discharged was owing to the smaller quantity of wheat imported, and should the wheat harvest of 1893 in France turn out to be a good one, there will be

a further decline in the number of seamen discharged at this port.

The following table gives particulars of seamen discharged, wages paid, and money orders remitted to the United Kingdom during the past ten years:—

Year.	Number of Seamen Discharged.	Wages Paid.		Money Orders Issued.	
		In Cash.	Bills on Owners.	Number.	Amount.
		£ s. d.	£ s. d		£ s. d.
1883	1,456	23,390 9 9	588 1 7	745	11,078 4 8
1884	1,636	26,483 14 10	415 0 6	800	12,560 13 11
1885	1,338	19,718 2 2	294 0 0	604	8,093 6 1
1886	1,443	19,755 7 1	402 14 4	589	8,373 12 9
1887	1,301	21,882 1 1	311 12 7	631	9,481 9 10
1888	2,079	36,967 7 7	499 2 11	1,078	18,498 15 4
1889	2,002	34,565 17 3	657 19 3	911	16,056 11 6
1890	2,146	36,729 6 5	590 13 10	981	15,516 1 6
1891	3,075	58,927 6 8	880 12 10	1,460	27,262 1 2
1892	2,740	53,013 7 10	1,265 3 6	1,153	21,806 0 0

Decline in percentage of wages remitted home.

It is to be remarked that although in 1891, 46·26 per cent. of the wages paid to seamen in cash was remitted to the United Kingdom by means of Board of Trade money orders, only 41·13 per cent. was remitted in 1892. This decline must be attributed to the increased number of crimps at this port.

Transmission of wages system. No further facilities yet offered to seamen discharged abroad.

A committee appointed by the Board of Trade has been considering the question of extending the transmission of seamen's wages system to continental ports within home trade limits. Up to the present no further facilities have been given to seamen to induce them to send a larger proportion of their money home. In the United Kingdom they are now allowed to transmit their wages to post offices, if this privilege, coupled with transmission free of cost, is granted to seamen discharged abroad, it would help to keep much hard-earned money out of the hands of the crimps.

Robbery of a seaman.

To show how easily a sailor is preyed upon, I may mention a case which occurred this spring: a seaman was discharged with 26*l.*, he refused to take a money order, and the following morning was without a penny; he fortunately (I say fortunately, as it is the practice when a sailor is fleeced of everything to either put him on board some steamer, more or less intoxicated, with a trifle of money in his pocket, or else pay his passage by rail to some other port) turned up at the Consulate and made a complaint, when it appeared from his statement that he had been, some two years before, robbed of some of his wages by the same parties, one lesson was apparently not enough for him. Representations were made to the authorities who took up the matter most energetically with the result that the chief of the gang who had 15 agents in his employ was sentenced to 12 months imprisonment, his wife to 6 months, one runner to 12 months, a second runner to 6 months, and a woman to 3 months. The seaman was also awarded 40*l.* by the court. This time he did

Sentence on the robbers.

learn by experience and left Dunkirk as soon as he could, and though when paid off he had declined to take a money order on account of its not being free of cost as in England, he requested me to receive the balance of the money awarded to him, and to forward it to England by Board of Trade money order.

I mention this case in order to show how necessary it is to get hold of the sailor before he falls into the hands of the crimps, for many of them will allow themselves to be robbed continually, and yet these men, if facilities for sending their wages home free of cost were offered to them as soon as they arrive in port, would in many instances avail themselves of the opportunity.

Seamen discharged without wages.

I have again to note the large number of seamen (156) discharged without any wages due to them, these unfortunate men are all from the Atlantic ports of the United States.

Continuous discharges and pension.

The introduction of continuous discharges would undoubtedly help much to raise the standard of our seamen, but compulsory payments to a pension and insurance fund should, I think, be instituted at the same time.

Railway warrants.

Upwards of 600 railway warrants were issued to seamen in 1892. Seamen pay their fares at the Consulate and are booked by means of these warrants from Calais to either London, Glasgow, Liverpool, Cardiff, Swansea, or Bristol with 112 lbs. of free luggage.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1571)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No 1270.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF CHERBOURG AND DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1052.

Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855.—157.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.

No. 1270.

Reference to previous Report, Annual Series No. 1052.

FRANCE.

CHERBOURG.

Consul the Hon. H. P. Vereker to the Earl of Rosebery.

My Lord, *Cherbourg, June* 21, 1893.

I HAVE the honour to enclose a Report upon the Trade, Commerce, and Agriculture of the Departments of La Manche, Ille-et-Vilaine, and Sarthe during the year 1892.

I have, &c.

(Signed) H. P. VEREKER.

Report on the Trade, Commerce, and Agriculture of Cherbourg for 1892.

ABSTRACT of Contents.

	PAGE
Cherbourg—	
General observations	1
Shipping and navigation	2
Trade and commerce	4
Public works	6
St. Malo—	
Shipping and navigation	7
Trade and commerce	8
Agriculture	9
Le Mans—	
Trade and commerce	10

CHERBOURG.

General observations.

It has been gratifying to note in these reports for some years past substantial progress in the trade of Cherbourg, and the working in the last year is no exception to that rule, as commerce shows marked advance in several directions. It cannot, however,

be expected that Cherbourg will ever become a great centre for trade. Its importance as an arsenal and military port absorbs attention. Its exports mainly consist of agricultural produce, derived from a limited area, without manufacturing industries to rest upon, and around are many ports, with equal or greater advantages, contending for shares in the traffic. Such are Havre, Honfleur, Carentan, Port Bail, Granville, St. Malo. Nevertheless much might be done to improve the trade, which only requires an impulse to acquire such a degree of prosperity as may be possible under existing circumstances.

I briefly mention the principal works now urgently required :—

1. The eastern jetty of the port should be extended to deep water to enable Transatlantic steamers and other heavy draught vessels to come alongside in all states of the tide, and a tramway should be built thereon connected with the Ouest Railway Station and the custom-house. This work was undertaken some years ago, but soon discontinued.

2. A large sheet of water which lies near and parallel to the floating dock should be connected with the latter by a canal and made a floating dock to relieve the present dock when overcrowded.

3. The Ouest Railway to Paris and the interior should have double rails throughout so as to accommodate the increased traffic, for the railway of that company to Havre being often encumbered, Cherbourg would become the best road from which to supply or to receive the trade from many parts of the interior of France. The feasibility of this course was sufficiently proved when the line of steamers from Weymouth brought a large amount of goods here instead of to Havre for distribution in the interior.

Shipping and Navigation.

RETURN of all Shipping Engaged in the Foreign Trade at the Port of Cherbourg in the Year 1892.

ENTERED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	333	79,612	204	25,562	537	105,174
French	52	27,280	18	605	70	27,885
Belgian	1	216	...	...	1	216
Danish	3	416	...	...	3	416
German	5	1,394	...	...	5	1,394
Norwegian	10	6,506	...	...	10	6,506
Russian	7	2,472	...	...	7	2,472
Swedish	7	3,341	...	...	7	3,341
Total	418	121,237	222	26,167	640	147,404
,, for the year preceding ...	408	107,130	192	21,448	598	128,578

CLEARED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	489	93,709	66	15,557	555	109,266
French	25	26,505	26	7,925	51	34,430
Danish	...	...	2	1,246	2	1,246
German	1	171	4	1,223	5	1,394
Norwegian	1	433	8	5,039	9	5,472
Russian	...	...	9	3,554	9	3,554
Swedish	...	...	5	2,180	5	2,180
Total	516	120,818	120	36,724	636	157,542
„ for the year preceding ...	515	107,470	123	35,095	638	142,565

These returns exhibit an augmentation of from 15,000 tons to 20,000 tons in the tonnage employed in 1892 as compared with 1891. The tonnage in 1891 exceeded that in 1890 by about the same amount.

There is an exceptional addition to the aggregate tonnage of French vessels in consequence of the French transatlantic steamers having been ordered to Cherbourg instead of Havre in the autumn, when cholera existed at the latter port.

Coasting trade.

The coasting trade was carried on as usual by French vessels, viz.:—Inwards, 730 vessels (81,856 tons), and 4,867 in crews; outwards, 737 vessels (134,091 tons), and 5,418 in crews. This shows a remarkable improvement since 1891, as there is an augmentation of the tonnage engaged in this industry of about 50,000 tons, and nearly 2,000 more in the crews. It is to be noted that the average tonnage of the vessels employed is larger than in the previous years.

Freights have been dull throughout the year. At the commencement the freight for coals from the northern ports averaged 5*s.* 6*d.* per ton but sunk to 5*s.* per ton in the middle of the year; but in July and August rose to 5*s.* 6*d.* per ton, and in December to 6*s.* 6*d.* per ton. The freight for Welsh coals may be taken as 6*d.* less, and for Scotch coals 6*d.* more. The freights for guano and exceptional cargoes are excluded, as they are the subject of special arrangements. The freights outwards for broken stone (the largest export) have remained 4*s.* per ton, with exceptional rates in special circumstances.

Trade and Commerce.

RETURN of Principal Articles of Export at Cherbourg during the Years 1892–91.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Butter	17,552	14,920
Coals and coke	7,875	5,725
Eggs	653	1,055
Fowls	92	36
Meat (butchers')	249	36
Potatoes	3,017	4,258
Stone (macadamised)	38,077	24,962
Rags	112	261
Tar	363	384
Vegetables	1,393	297
Wine	251	30
Wood (sawn)	344	66
Other articles	3,309	540

Butter.

The active measures adopted at Cherbourg to prevent the shipment of butter adulterated with margarine, and the prosecutions which have followed thereon, have had an excellent effect in practically stamping out that fraud, and there is now no indication of any admixtures in this neighbourhood, a small quantity of salt alone being added for the purpose of preservation. The result has been enhanced confidence and a steady development of this important commerce.

Vegetables.

Under this heading are mainly included cauliflowers and brocolis. The cultivation of the former has been largely encouraged of late years, and its export shows signs of improvement. Cauliflowers develop admirably in this soil and climate under sea-weed manure, so much so that two crops can be got in a year from the same ground, and their culture and shipments take place at seasons when the demand for agricultural labour is slack, a ready sale being found in Covent Garden Market. It would be advantageous for market gardeners and farmers to devote themselves in a greater degree to the cultivation of cauliflowers, as there are indications that its export might be largely increased. There are also other vegetables (now neglected) which might usefully be grown for export—such are Brussels sprouts, to which the preceding observations will apply; also beet and celery, which grow well, but require special culture.

Cider.

In the spring of 1892 there was a good show of blossom on the apple trees in this department, but they were nipped by the late frosts and north-east wind, so that the crop of apples was disappointing, not exceeding half the average; large supplies, were, however, received from the adjoining departments, and the

price of cider, the principal beverage of the people, has not, as yet, risen much; many new orchards are being planted, and renewals are taking place in the old orchards, some of the young trees commencing to bear fruit; it is, therefore, probable that notwithstanding the constantly extending area of consumption, the local supply will be sufficient to meet the demand for cider.

Since 1889, when the shipment of stone for road-making first took a place among prominent exports, the sending out of macadamised stone has continually progressed, the exports have been as follows:— Macadamised stone.

Year.	Tons.
1889..	958
1890..	8,373
1891..	24,962
1892..	38,077

This illustrates the observation in my report for the first-named year that this export was a new venture, and might become important; the advance gained is considerable, but not nearly so great as ought to have been obtained under an efficacious system with energetic enterprise on the part of those interested. There is too much supineness in this matter, it seems to be thought that the trade will necessarily grow and flourish, though effective measures for its establishment on a firm basis are neglected, and to be forgotten that there are other near places as Guernsey, Chaussey, Flamanville, &c., where there is a similar and necessarily rival trade, for the promotion of which considerable efforts are made.

In support of this view it will be sufficient to explain the course now adopted at Cherbourg in regard to these shipments, and the system which might be beneficially substituted. The stone, broken mainly by hand labour, is brought from the quarries, at an average distance of $1\frac{1}{2}$ miles, in carts usually with two horses, and along bad roads to the quay of the floating dock, it is there deposited and afterwards arranged by workmen so as to be suitably placed for shipment; when the ship is ready to receive the cargo planks are laid from the quay to the vessel's hold and two workmen with wheelbarrows engaged, one of these fills the barrows which the other upsets into the hold, where it is stowed by other men; this plan necessarily involves considerable expenses and delays, even shipmasters constantly complain that the profits of the transaction are absorbed by the detention of their ships. On the other hand, what might and ought to be done is at least this: a tramway should be laid from the principal quarries to run alongside the quays of the floating dock, by means of extra rails it would be so arranged that the tram-cars with stone should discharge directly upon an inclined plane or shoot reaching to the hold of the vessel, the inclination would be

regulated by adjustments, and, if necessary, by lowering the water in the dock or raising the railway, so as to give a sufficient fall to the hold where the cargo would be stowed; thus the cargoes might be shipped with rapidity, for the tramcars would follow each other in quick succession, and each would carry the contents of many wheelbarrows, besides the tramway itself is a necessity, and must ere long be constructed independently of this trade, as it will form part of any combination of tramways established for Cherbourg; it may therefore be concluded that the sooner it is laid down the better.

RETURN of the Principal Articles of Import at Cherbourg during the Years 1892–91.

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Boats	44	385
Bricks and tiles	..	29
Coals	44,415	40,764
Fish, fresh	31	49
Fruit	45	38
Lobsters, fresh	10	11
Manure, guano and phosphate ..	1,653	2,822
Wheat	107	1,600
Wine	4	13
Wood, oak staves	766	808
,, deals, rough and worked ..	20,522	22,953
Other articles	3,702	350

Values. The value of exports and imports are not supplied by the custom-house.

Public Works.

Breakwaters. The new breakwaters to close in the roads have been the main and very considerable works carried on at Cherbourg. They are very actively pushed forward, and there is no doubt that so far as they are undertaken, that is on the western side from the fort of Querqueville to the Island of Chavaignac, and on the eastern from the mainland to the Island of Pelée, they can be terminated within the contract time.

The eastern breakwater is the most advanced, it is nearly of its intended height to Pelée Island, and requires little beyond finishing; the western is the larger work and far more difficult, as being in deeper water and distant from its supply of material, but it has made much progress and is now over water at low tides; consequently no vessels can pass where these breakwaters have been laid, in each case a pass is left to admit of the passage of fishing and other boats.

No measures have as yet been taken to reduce the present width of the passes between Chavaignac and Pelée Islands respectively and the ancient breakwater, by carrying forward further breakwaters beyond the two islands, and it is hoped the project may be abandoned as the present passes are none too large in view of the violent winds and strong currents prevailing in this locality, and any narrowing of those passes would inflict great injury on Cherbourg commercially, and would deprive it of the important advantages it possesses as a port of refuge.

Tramways.

The concession to make tramways at Cherbourg was granted to the French company for railways of secondary importance. Those gentlemen commenced the work with energy, rails were laid, with the assistance of owners of quarries, from the principal quarries to the Rue du Val-de-Saire, and by the company throughout the length of that street to the quay, but then the work suddenly collapsed, it is supposed for financial reasons, and has been in abeyance for some months; it is now proposed to put up the completion of the works to auction, and if no person is found to undertake them, then to remove the rails which have already been laid. In this the requirements of the growing export trade do not appear to be considered.

Department of Ille-et-Vilaine (St. Malo).

Mr. Vice-Consul Henniker-Major reports as follows:—

RETURN of all Shipping at the Port of St. Malo-St. Servan during the Year 1892.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	600	172,367	70	4,212	670	176,579
French	99	10,390	309	26,540	408	36,930
Other nations ...	13	5,155	25	6,875	38	12,030
Total	712	187,912	404	37,627	1,116	225,539
,, for the preceding year	514	62,039	711	185,829	1,225	247,868

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	426	95,956	78	3,819	504	99,775
French	97	10,192	212	21,748	309	31,940
Other nations ...	7	1,426	8	2,094	15	3,520
Total	530	107,574	298	27,661	828	135,235
,, for the year preceding ...	468	64,662	666	162,144	1,134	226,806

RETURN of Principal Articles of Export from St. Malo and St. Servan during the Years 1892–91.

Articles.	St. Malo.		St. Servan.	
	1892.	1891.	1892.	1891.
	Tons.	Tons.	Tons.	Tons.
Barley	14,317	10,545	18	..
Buckwheat	3,846	13,516	22	..
Butter	3,582	4,479	..	2
Eggs	5,150	5,932	..	..
Potatoes	19,555	21,531	445	803
Fruit	2,986	2,650	20	30

RETURN of Principal Articles of Import to St. Malo and St. Servan during the Years 1892–91.

Articles.	St. Malo.		St. Servan.	
	1892.	1891.	1892.	1891.
	Tons.	Tons.	Tons,	Tons.
Coal	162,123	166,527	15,279	16,781
Iron	2,437	4,029	..	..
Pitch	3,291	1,654	..	..
Timber	5,952	11,996	7,971	8,318

Charter parties (St. Malo).

It would be well that vessels entering St. Malo with cargoes of timber should communicate to the dockmasters on arrival at St. Malo the exact draught of water, and masters should have the assurance of these officials that there is sufficient water to enable them to reach the discharging berth, which, being at the further end of the dock, is at certain times of the tide an impossibility.

It would be well that owners of vessels should so frame the charter parties they accept for this port, so as to avoid loss of time to their vessels, by adding "should the vessel be unable, through want of water in the dock, to reach the discharging berth, consignee to pay *l.* *s.* *d.* per diem during delay to owners."

If any hours are specified, which is not usual in regard to such cargoes at this port, it would be only necessary to add "time to count as soon as reported to customs," or "— hours after arrival at St. Malo."

This does not apply to St. Servan Dock.

Barley.

Barley has been forwarded principally to the north of France, prices being more remunerative than in the United Kingdom, although a few cargoes have been shipped to Campbeltown and further north. 5,000 sacks to 6,000 sacks still remain on hand.

This crop was good and generally shipped in good order. This year, during early potato season, 15 trucks to 20 trucks of early potatoes were sent to Paris daily by rail. Prices ruled here from 6 fr. to 12 fr. per 50 kilos. for flukes, and from 3 fr. to 8 fr. per 50 kilos. for rounds, according to earliness; a few of the very first fetching 20 fr. per 50 kilos. Potatoes.

A good many blackberries were shipped to England in September. Fruit.

Over 300 tons of mistletoe were shipped here for Christmas season. Mistletoe.

This export is developing, hitherto chiefly sent to Belgium, though a Glasgow house has taken some of late. It is used in the process of tanning leather, being made of the bark of chestnut trees. The export has reached 150 tons to 200 tons per month, and it is expected that the new manufactory of this essence now about to be opened at Dinan will double the export hence. The only manufactory in this district at present is at Montreuil-sur-Ille in this Department. Essence of chestnut.

Agriculture (*St. Malo*).

The early part of the year 1892 was marked by severe frost and some snow, and wheat suffered considerably, and not having been sown very early was not a thick plant in early spring; this, as the habit of thick sowing exists in this district, might have been an advantage, but the subsequent drought in early summer prevented the plant tillering, and the effect has been evident both in straw and grain, although the latter filled fairly well, in spite of the plant being stunted in growth. Wheat.

Barley, from the same drought, was much affected, and although a considerable quantity, though yielding little per acre, was got in in good condition, the later harvested crops were injured by rain to some extent. Barley.

Buckwheat promised an excellent crop, but suffered from drought, and the late rains spoilt the harvesting of a very great deal, much grain being useless for distilling purposes. Buckwheat.

Potatoes were, as a rule, a good crop, and early crops were fairly profitable to growers. This cultivation improves to some extent, but the manner in which this crop is taken up and put into baskets decidedly renders the task of exporters much more costly and difficult than it need be, and requires improvement. Potatoes.

Hay was a thin crop, as the want of rain prevented its early growth. Good hay has been dear during the past year. Hay.

Apples were in this district a very fair crop, and the department of Ille-et-Vilaine has produced 3,468,593 hectolitres of cider, or about 1,430,000 hogsheads. Apples.

Prices rule— Prices.

Articles.	Per 100 Kilograms.*	
	Currency.	Sterling.
	Francs.	*s.* *d.*
Wheat	21	16 9
Barley	15	12 0
Oats	16	12 9
Buckwheat	12½	10 0
Hay	12	9 7
Straw	6	4 9
Potatoes, flukes	15	12 0
„ rounds	6	4 9

* 100 kilograms = 1 cwt. 3 qrs. 24 lbs. 7 ozs.

Le Mans.

Mr. Vice-Consul de Veulle reports as follows:—

Barley. The barley crop was good, both in quality and quantity, but as the situation was the same in England, English brewers gave the preference to the home-grown produce, and their purchases on this market were consequently limited; this accounts for the falling-off in the export trade of barley as compared with 1891.

Seeds. The export of agricultural seed has again fallen off, this is due this year to the extreme dryness of the summer and consequent failure of the crop.

Fruit. Fruit was abundant, and a large trade might have been carried on, but this was prevented by the cholera scare, which greatly hampered transactions.

Walnuts. There is also a diminution in the walnut trade, which can be attributed to the shortness of the yield.

Eggs. The decrease in eggs is due to the dryness of the summer, under which fowls did not find suitable food.

Return of Principal Articles of Export from Le Mans during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Grain	Quarters ...	33,000	49,200	44,000	69,800
Flour	...	...	...	...	2,000
Seed	Sacks ...	3,000	12,000	6,000	17,000
Fruits	...	...	6,000	...	7,000
Walnuts	Sacks ...	15,000	9,000	20,000	15,000
Eggs	Dozen ..	180,000	9,000	200,000	10,000
Poultry	...	...	34,000	...	33,000
Other articles	...	...	10,000	...	10,000
Total	...	...	129,200	...	163,800

RETURN of Principal Articles of Import to Le Mans during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	37,000	49,950	36,000	48,000
Metals	..	14,000	..	14,000
Other articles	..	13,000	..	12,000
Total	..	76,950	..	74,000

LONDON :
Printed for Her Majesty's Stationery Office
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 8 | 93—H & S 1469)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1302.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1893

ON THE

FINANCES OF FRANCE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1035.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[6855—189] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
1182.	Marseilles	1½d.	1242.	Erzeroum	1d.
1183.	Warsaw	1d.	1243.	Palermo	3½d.
1184.	Piræus	1½d.	1244.	Naples	1d.
1185.	Callao	1d.	1245.	Guatemala	1d.
1186.	Jerusalem	½d.	1246.	Madrid	1d.
1187.	Chefoo	1½d.	1247.	Gothenburg	2d.
1188.	Munich	2d.	1248.	Brindisi	2½d.
1189.	Resht	1d.	1249.	Fiume	2d.
1190.	Batavia	1½d.	1250.	Leghorn	2½d.
1191.	Batoum	1½d.	1251.	San Francisco	5½d.
1192.	Tainan	1d.	1252.	Bushire	2d.
1193.	Amoy	1d.	1253.	Nagasaki	1d.
1194.	Zanzibar	4d.	1254.	Smyrna	1d.
1195.	Corunna	2d.	1255.	Yokohama	1½d.
1196.	Algiers	15½d.	1256.	Stockholm	1½d.
1197.	Pakhoi	1d.	1257.	Lisbon	1½d.
1198.	Nice	1½d.	1258.	Tientsin	1d.
1199.	Kiungchow	1½d.	1259.	Port Said	1d.
1200.	Aleppo	1d.	1260.	Hiogo and Osaka	2½d.
1201.	Stettin	4½d.	1261.	Damascus	1d.
1202.	Swatow	1d.	1262.	Samoa	½d.
1203.	Charleston	2½d.	1263.	Rio Grande do Sul	2½d.
1204.	Syra	1d.	1264.	Jeddah	1d.
1205.	New Orleans	2½d.	1265.	Vienna	3d.
1206.	Suakin	1½d.	1266.	Shanghai	3d.
1207.	Caracas	1d.	1267.	Bangkok	1½d.
1208.	Somali Coast	1d.	1268.	Meshed	1½d.
1209.	Nantes	1d.	1269.	Cadiz	2d.
1210.	Tahiti	2d.	1270.	Cherbourg	1d.
1211.	Ichang	3½d.	1271.	Erzeroum	½d.
1212.	Wènchow	1d.	1272.	Christiania	5d.
1213.	Havana	2d.	1273.	Buda-Pesth	½d.
1214.	Cagliari	1d.	1274.	New York	3d.
1215.	Old Calabar	½d.	1275.	St. Petersburg	7½d.
1216.	Foochow	1d.	1276.	Alexandria	1½d.
1217.	Wuhu	1d.	1277.	Tokio	2½d.
1218.	Vera Cruz	1½d.	1278.	Bilbao	3½d.
1219.	San José	1d.	1279.	Beyrout	6d.
1220.	Antwerp	1d.	1280.	Pekin	2½d.
1221.	Mogador	2½d.	1281.	Salvador	1d.
1222.	Berlin	1½d.	1282.	Malaga	4d.
1223.	Rome	1d	1283.	Buenos Ayres	8½d.
1224.	Constantinople	6½d.	1284.	Canton	1d.
1225.	Barcelona	2½d.	1285.	Washington	4½d.
1226.	Madeira	5½d.	1286.	Warsaw	½d.
1227.	Söul	1½d.	1287.	Pekin	½d.
1228.	Chinkiang	1d.	1288.	Amsterdam	1d.
1229.	Newchwang	1d.	1289.	Manila	2½d.
1230.	Chungking	1½d.	1290.	Bahia	1d.
1231.	Hankow	1d.	1291.	Munich	1d.
1232.	Odessa	2d.	1292.	Trieste	1½d.
1233.	Chicago	3d.	1293.	Tunis	4d.
1234.	Taganrog	2½d.	1294.	Montevideo	1½d.
1235.	Ningpo	1d.	1295.	Belgrade	2d.
1236.	Mannheim	1d.	1296.	Teneriffe	1d.
1237.	Dunkirk	1d.	1297.	Stettin	3d.
1238.	Macao and Timor	1d.	1298.	Rome	2½d.
1239.	Madrid	½d.	1299.	Dantzig	7d.
1240.	Port-au-Prince	2d.	1300.	Sofia	2½d.
1241.	Frankfort	3d.	1301.	Mexico	1½d.

No. 1302.

Reference to previous Report, Annual Series No. 1035.

FRANCE.

PARIS.

Mr. Phipps to the Earl of Rosebery.

My Lord, *Paris, September* 15, 1893.

I HAVE the honour to transmit herewith a Report which I have drawn up on French Finance for 1893. The pressure of public business this summer has necessitated it being greatly abridged, and it merely professes to depict the salient features of the Financial Position of France.

I have, &c.

(Signed) E. C. H. PHIPPS.

Report on the Finances of France for the Year 1893.

ABSTRACT of Contents.

	PAGE
General remarks on French Budget for 1894	2
Important fiscal reforms	2
Items of revenue	3
Gross receipts on account of revenue	4
Categories of debt	4
"Pouvoirs Publics," French and English expenditure compared	4
Expenses of collection	5
Service of ministries	5
Expenses of French and English foreign representation compared	5
Items of expenditure	6
French debt, details	6
Expenditure on railways	6
Expenditure explained	7
Deficits at various political periods	7

General Remarks on French Budget for 1894.

The Budget project for 1894 submitted to the Chambers in May, and now passed, provides for receipts amounting to 137,500,000*l.*, and the expenditure estimated at about 8,000*l.* less, showing, when compared with 1893, an increase of expenditure of about 3,200,000*l.* This latter amount does not, as the Minister points out, convey really an increase of that extent, for 840,000*l.* are absorbed by the liquidation of the hitherto existing funds of the "Chemins Vicinaux," or roads, the maintenance of which has been obligatory on the communes, and those of the schools. This expenditure is met by corresponding excess of receipts; therefore, the real increase of expenditure only amounts to 2,360,000*l.* This sum is made up as follows:—

Description.	Amount.
	£
Demanded by the Ministry of Marine for defensive works on the coast	480,000
Demanded by the Ministry of War for increase of the effective military force	80,000
Demanded for increase of salaries in the postal and telegraphic department .. .. (nearly)	400,000
Demanded for the State guarantee of interest for railway companies	1,360,000

It is to be observed, however, that a sum of 2,000,000*l.* in excess of that required for last year, and due to the Lyons Company, does not figure in the Budget, but is thrown on the Floating Debt.

Sum of 6,000,000*l.* unprovided for in Budget.

It may also be remarked that M. Peytral does not make provision for a sum of 6,000,000*l.* on account of sexennial obligations falling due in 1894. He simply renews his bills and leaves the amount unpaid.

Important fiscal reforms.

In the present year two very important fiscal reforms are effected in France to which reference is made in the Budget statement, but neither is incorporated into the present Budget: the "Réforme des Boissons," or modification of the entire incidence of taxation on spirits, wines, &c., and the alteration of the tax on doors and windows. The object of the "Boissons" reform may be briefly stated to aim at relieving so-termed hygienic beverages, such as wine, beer, and cyder, and at compensating the Treasury by an increase of the charge on actual spirits. The taxes on the former articles are reduced by about 3,900,000*l.*, whilst the increase of the taxation on spirituous liquors amounts to about 20,000*l.* more than that sum. The reform being self-compensating, but yet being in its details of a very important character and calculated to interfere with many important vested interests, the Chamber wisely decided on leaving it outside the orbit of the Budget.

The suppression of the tax on doors and windows also remains

outside the Budget, and is compensated by a new tax, which may be defined as being on land used for building purposes, and which will produce about 26,000*l.* more than the abolished tax.

The various items of revenue are composed as follows:— Revenue in 1894.

1. *Direct Taxes.*— Slightly over 20,000,000*l.*, the largest items being derived from "patentes," or trade licences (about 4,900,000*l.*), from land tax 4,700,000*l.*, whilst such small taxes as those on clubs, &c., produce about 60,000*l.*, on billiard-rooms about 45,000*l.*, on velocipedes about 60,000*l.*, those on horses, carriages, &c., yielding 500,000*l.* Direct taxation.

2. *Indirect Taxes*—82,000,000*l.*; taxes of registration producing about 22,000,000*l.*, which include legacy and succession duties, about 8,000,000*l.*, and transfers (transmission entre vifs), about 7,200,000*l.* Indirect taxation.

Stamp taxes, under this heading, produce about 6,400,000*l.*; the 4 per cent. tax on income derived from real property, 2,800,000*l.*; customs, 18,600,000*l.* Various miscellaneous indirect taxes produce a total of 24,000,000*l.*, including 18,800,000*l.* derived from wines and spirits, about 2,000,000*l.* derived from taxes on railway tickets and goods transports, the remainder being made up by sundry smaller licence dues and taxes on the manufacture of certain commodities. Sugar, a separate item, produces 8,000,000*l.*

3. *Monopolies and industrial fabrication undertaken by the State* produce over 25,000,000*l.* Monopolies, &c.

Under this heading is comprised gross receipts from tobacco (15,000,000*l.*), matches (1,000,000*l.*), postal service (about 6,600,000*l.*), telegraphs (about 1,400,000*l.*), telephones (300,000*l.*). The Mint exhibits only a net profit of 20,000*l.*, and the State Railways a profit of only 320,000*l.*

4. *The State Domains and Forests* produce 1,900,000*l.* State domains, &c.

5. *Miscellaneous Budget Receipts* amount to about 2,300,000*l.*, and include such items as reimbursement of advances made to the communes on account of schools, roads, &c., nearly 1,200,000*l.*; reimbursement of the expenses of control and administration of railways, about 170,000*l.*; patents of invention, 100,000*l.*; profits derived from the fund of moneys deposited, 340,000*l.*; and those derived from prison labour, 175,000*l.*; money returned to the Treasury (conscience money), 1,260*l.*; whilst about 38*l.* represents the tribute of the State of Andorra. About 27,000*l.* figures on account of the repayment of a loan made in 1848 to Uruguay; 48,000*l.* for "accidental" receipts; 1,280,000*l.* for repayment by the communes of advances on account of roads and schools, none of which should fairly come into this year's receipts. Miscellaneous receipts.

6. *Exceptional resources*, 1,186,000*l.*

Under this heading also appears the balance left upon the suppression of the funds for roads and schools, viz., about 1,000,000*l.*, balance of the 3 per cent. loan of 1886, 80,000*l.*; and available balance from the 1889 Exhibition, 40,000*l.*

7. "*Recettes d'ordre*" about 3,000,000*l.*

This is composed of various deductions made from military and civilian pay, of receipts "in diminution of the expenses of the floating debt," of payments made by the Government of Tunis, &c., &c.

The Algerian receipts finally amount to nearly 2,000,000*l.*

Thus the following total is arrived at representing the gross receipts on account of revenue :—

Description.	Amount.
	£
Direct taxation	20,040,771
Indirect taxation and revenue	82,020,347
Monopolies and industries..	25,156,079
State domains	1,897,225
Sundry receipts	2,290,740
Exceptional resources	1,186,776
Recettes d'ordre (as above)	2,974,677
Algeria	1,931,646
Total	137,498,261

Total expenditure for 1894.

National expenditure may be divided as follows:—

A.—*Debt.*

Public debt funded.

1. Funded debt: the interest on the funded debt necessitates a charge of 30,466,688*l.*, and is composed of 4½ per cent., which will shortly be converted (involving a reduction of the capital estimated at 80,000,000*l.*), and 3 per cent. rentes.

Terminable annuities.

2. Debt reimbursable at fixed terms or by annuities, causing an annual charge of 12,050,433*l.* This amount is made up by the 3 per cent. rentes amortizable by annuities nearly 6,000,000*l.*, and various annually recurrent payments to Railway Companies nearly 3,000,000*l.*, as well as interest on the floating debt about 840,000*l.*, &c.

Pensions.

3. Dette Viagère in which is included the enormous pension list, amounting for the Army to annually 3,640,000*l.*; for the Navy to nearly 1,350,000*l.*; and for the Civil Service to 2,700,000*l.* The whole charge for pensions is 8,860,000*l.*, the total service of the Public Debt requiring 51,380,000*l.*

B.—"*Pouvoirs Publics*" *or Executive Government.*

Pouvoirs Publics.

The President of the Republic receives 24,000*l.* annually, but when travelling and household allowances are included his yearly salary amounts to 48,000*l.* The Senate inclusive of senatorial salaries costs 184,000*l.*, and the chamber of deputies similarly nearly 295,000*l.* It may be incidentally observed that the Pouvoirs Publics in Great Britain, including the Royal Civil List, the payments to the Royal Family and the whole expenses of the

Houses of Parliament, only cost, annually, about 138,000*l.* more than the Pouvoir Publics in France which absorb 526,869*l.* If the expenses of the Departmental Prefectures be added (which amount to over 200,000*l.*), it will be seen that the British taxpayer is not at a disadvantage.

C.—*Expenses of Collection, &c., incurred for the Public Revenue.*

This item amounts to 7,465,000*l.* in the Budget, and may be regarded as representing the cost of management, collection of the Revenue derived from direct and indirect taxes, State monopolies and industries, and State domains, and amounting to about 130,000,000*l.* Cost of collection.

D.—*Service of Various Ministries.*

Continuing the examination of the heading of Finance Ministry in the Budget (under which all the above are comprised), it will be found that about 1,400,000*l.* is absorbed by repayments, allowances, discounts, drawbacks, and certain bounties, the expenses of the Central Department of the Ministry of Finance being about 780,000*l.*; the whole amount spent by the Finance Ministry, including the Service of the Public Debt and the Pouvoirs Publics, being 61,500,000*l.* Total of Finance Ministry.

The Ministry of Justice spends 1,400,000*l.*, including the whole expenses of the Administration of Justice. Justice.

The Ministry of Foreign Affairs, including Diplomatic and Consular representation abroad, costs 653,400*l.*, this includes the service of those countries which are under French Protectorate. Similar expenditure incurred by Great Britain amounted to 607,914*l.* in the Budget of 1892–93. Foreign Affairs.

The Ministry of the Interior costs 2,880,000*l.*, including police and prison expenses, and the payment of the prefects and departmental functionaries. Interior.

The Ministry of War absorbs 25,468,000*l.* of which over 2,000,000*l.* figures as extraordinary expenses. The pay of the forces amounts to about 8,400,000*l.* of the whole vote. War.

The Ministry of Marine costs 10,700,000*l.*, of which 4,086,141*l.* is absorbed by the expenses of naval construction, whether in regard to salaries and wages or purchase of material. Navy.

The Ministry of Public Instruction figures for 9,308,872*l.* It includes the fine arts and religion; by far the largest items are on account of primary elementary instruction which costs nearly 5,000,000*l.*

The Ministry of Commerce, Industry, and Colonies costs 10,580,000*l.*, the most noticeable items being 420,000*l.* paid as subvention to the merchant navy; 140,000*l.* as bounties to silk manufacture; 120,000*l.* as encouragement to maritime fishing. Under this Ministry are included posts and telegraphs. The colonial section of the Ministry costs very nearly 3,000,000*l.*, of Commerce, Colonies, &c.

which just one-third is absorbed by the military and naval service of Tonkin and Annam.

Agriculture.

The Ministry of Agriculture costs 1,316,000*l.*

The Ministry of Public Works, which controls the costly and complicated railway administration, costs over 10,400,000*l.*, the railways absorbing over one-half.

Algeria.

Algeria costs 2,818,669*l.*, and its receipts amounting, as stated above, to 1,931,646*l.*, it causes a loss to the State of about 887,000*l.*

Total expenditure.

The following recapitulation shows the entire expenditure of France :—

Item.	Description.	Amount.
		£
1	Public debt	51,380,000
2	Pouvoirs publics	526,689
3	Various ministries	66,657,301
4	Expenses of collection and management of taxation and the public revenue	14,417,213
5	Reimbursements, restitutions, and bounties ..	1,689,632
6	Algeria	2,818,669
	Total	137,489,504

French debt.

A statement in full of the Public Debt of France is not contained in the Budget volume, but it may be derived from the figures officially published in compliance with a motion made by M. Camille Fouquet, that the Government should annually publish the situation of the State Debt.

Increase of in last legislature.

The French Debt amounted on December 31, 1889, to 1,202,187,840*l.*, and on December 31, 1892, to 1,228,000,000*l.*, thus exhibiting an increase of debt during the just expired legislature of 25,812,160*l.* But the total figure at the end of last year does not properly represent the entire indebtedness of France, and it is necessary to go beyond the official figures to arrive at the 36,000,000,000 fr. (1,440,000,000*l.*), at which the Debt of France is generally stated. The debts of the departments and communes amounted at the end of 1890 to 146,000,000*l.*, whilst the estimated capital of the annual charge for pensions is placed by financial authorities at 88,800,000*l.*, whereby a total of 1,462,800,000*l.* is arrived at. Pessimistical financial authorities even add to this sum the capitalised amount of the Treasury Bonds at long terms, estimated at 9,500,000,000 fr. (380,000,000*l.*).

Departmental and communal debt.

Floating debt.

The Floating Debt on April 1, 1893, amounted, according to official figures, to 42,126,000*l.*

Expenditure on railways.

One of the most fertile sources of French indebtedness is the enormous expenditure on account of railways. An addition of all the items incurred for railways in the 1894 Budget gives a total of 7,068,800*l.*; whilst the receipts on account of railways, including stamps and other taxation levied upon transport, amounts to 3,028,247*l.*, leaving a net charge on the taxpayer of over 4,000,000*l.*

This expenditure requires a few words of explanation. In virtue of the conventions of 1883 the six great railway companies of France have a minimum dividend guaranteed by the State, and if the profits of the current year do not suffice to enable that dividend to be distributed the difference is advanced by the Treasury. In 1892, the accounts of which are published, the Northern Company alone abstained from having recourse to this guarantee payment, the Midi Company having required 18·7 million fr.. the Est Company, 18·8 million fr.; the Orleans Company, 13·0 million fr.; the Ouest Company, 17·7 million fr.; and the Lyons Company, 17·6 million fr. The railways of France, however, cost a total sum of 16,000,000,000 fr. or 640,000,000*l.* according to a recently published statistical statement. But as at the expiration of the concessions, *i.e.*, within 50 to 60 years, the whole system of railways will become State property, the French nation will come into an inheritance exceeding in value, according to some authorities, the above-mentioned sum.

Deficits in Budgets and General Deficits during Certain Periods.

It only remains to refer to an instructive table published in the budget volume for 1894, and supplying statements of the gradual progress of French indebtedness at various periods during the present century, whether by excess of expenditure over receipts or by other causes—deductions being made for such years when receipts were in excess of expenditure or when other resources were made available.

Periods.	Net Deficit.
	£
First period previous to 1814	3,987,139
Second „ 1815–29 (Louis XVIII and Charles X)	10,792,076
Third „ 1830–47 (Louis Philippe)..	20,762,683
Fourth „ 1848–51 (Second Republic)	1,175,965
Fifth „ 1852–69 (Second Empire)	3,756,479
Total	40,474,342

The Third Republic on the contrary claims to show an excess of resources applied for the extinction of deficits during the period from 1870–91 amounting to 7,236,320*l.*, and thus reducing the total "découvert" to a sum of 33,238,022*l.*

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 9 | 93—H & S 1640)

FOREIGN OFFICE.

1894.

ANNUAL SERIES.

No. 1322.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1892

ON THE

TRADE AND AGRICULTURE OF RÉUNION.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 624.

Presented to both Houses of Parliament by Command of Her Majesty,
JANUARY, 1894.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE.
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1894.

[C. 6855—209.] *Price Threepence Halfpenny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
1200.	Aleppo	1d.	1261.	Damascus	1d.
1201.	Stettin	4½d.	1262.	Samoa	½d.
1202.	Swatow	1d.	1263.	Rio Grande do Sul	2½d.
1203.	Charleston	2½d.	1264.	Jeddah	1d.
1204.	Syra	1d.	1265.	Vienna	3d.
1205.	New Orleans	2½d.	1266.	Shanghai	3d.
1206.	Suakin	1½d.	1267.	Bangkok	1½d.
1207.	Caracas	1d.	1268.	Meshed	1½d.
1208.	Somali Coast	1d.	1269.	Cadiz	2d.
1209.	Nantes	1d.	1270.	Cherbourg	1d.
1210.	Tahiti	2d.	1271.	Erzeroum	½d.
1211.	Ichang	3½d.	1272	Christiania	5d.
1212.	Wênchow	1d.	1273.	Buda-Pesth	½d.
1213.	Havana	2d.	1274	New York	3d.
1214.	Cagliari	1d.	1275.	St. Petersburg	7½d.
1215.	Old Calabar	½d.	1276.	Alexandria	1½d.
1216.	Foochow	1d.	1277.	Tokio	2½d.
1217.	Wuhu	1d.	1278.	Bilbao	3½d.
1218.	Vera Cruz	1½d.	1279.	Beyrout	6d.
1219.	San José	1d.	1280.	Pekin	2½d.
1220.	Antwerp	1d.	1281.	Salvador	1d.
1221.	Mogador	2½d.	1282.	Malaga	4d.
1222.	Berlin	1½d.	1283.	Buenos Ayres	8½d.
1223.	Rome	1d.	1284.	Canton	1d.
1224.	Constantinople	6½d.	1285.	Washington	4½d.
1225.	Barcelona	2½d.	1286.	Warsaw	½d.
1226.	Madeira	5½d.	1287.	Pekin	½d.
1227.	Söul	1½d.	1288.	Amsterdam	1d.
1228.	Chinkiang	1d.	1289.	Manila	2½d.
1229.	Newchwang	1d.	1290.	Bahia	1d.
1230.	Chungking	1½d.	1291.	Munich	1d.
1231.	Hankow	1d.	1292.	Trieste	1½d.
1232.	Odessa	2d.	1293.	Tunis	4d.
1233.	Chicago	3d.	1294.	Montevideo	1½d.
1234.	Taganrog	2½d.	1295.	Belgrade	2d.
1235.	Ningpo	1d.	1296.	Teneriffe	1d.
1236.	Mannheim	1d.	1297.	Stettin	3d.
1237.	Dunkirk	1d.	1298.	Rome	2½d.
1238.	Macao and Timor	1d.	1299.	Dantzig	7d.
1239.	Madrid	½d.	1300.	Sofia	2½d.
1240.	Port-au-Prince	2d.	1301.	Mexico	1½d.
1241.	Frankfort	3d.	1302.	Paris	1d.
1242.	Erzeroum	1d.	1303.	Buenos Ayres	½d.
1243	Palermo	3½d.	1304.	Tangier	2½d.
1244.	Naples	1d.	1305.	Somali Coast	½d.
1245.	Guatemala	1d.	1306.	Porto Rico	1d.
1246.	Madrid	1d.	1307.	Paramaribo	1d.
1247.	Gothenburg	2d.	1308.	Oporto	1½d.
1248.	Brindisi	2½d.	1309.	Naples	½d.
1249.	Fiume	2d.	1310.	Salonica	2½d.
1250.	Leghorn	2½d.	1311.	Valparaiso	2d.
1251.	San Francisco	5½d.	1312.	Mozambique	1d.
1252.	Bushire	2d.	1313.	Odessa	1½d.
1253.	Nagasaki	1d.	1314.	Honduras	2½d.
1254.	Smyrna	1d.	1315.	Batoum	4d.
1255.	Yokohama	1½d.	1316.	Quilimane	1d.
1256.	Stockholm	1½d.	1317.	Copenhagen	1d.
1257.	Lisbon	1½d.	1318.	Lima	1d.
1258.	Tientsin	1d.	1319.	New York	1d.
1259.	Port Said	1d.	1320.	Baghdad and Bussorah	1d.
1260.	Hiogo and Osaka	2½d.	1321.	Rio de Janeiro	3d.

No. 1322.

Reference to previous Report, Annual Series No. 624.

FRANCE.

RÉUNION.

Consul Bennett to the Earl of Rosebery.

My Lord, *Réunion, October* 31, 1893.

I HAVE the honour to inclose a Report upon the Trade, Commerce, and Navigation of Réunion for the year 1892, as well as one upon the subject of Agriculture.

In consequence of no information whatever as regards Commerce being obtainable until last month, this Report has been unduly delayed.

I have, &c.

(Signed) C. W. BENNETT.

Report on the Trade, Commerce, Navigation, and Agriculture of Réunion for the Year 1892.

ABSTRACT of Contents.

	PAGE
Population	2
Imports	3
Indian rice trade	3
Customs tariff	4
Exports	4
Sugar	4
Railways	4
Concentration of trade at port	4
Port at Pointe des Galets	5
Port charges	5
Port, facilities for loading and discharging in	5
Facilities for repairs in port	6
Navigation	6
Quarantines	6
,, trade harassed by	6

Abstract of Contents—continued.

	Page
British shipmasters—	
Caution as to port of discharge	6
„ dangers of discharging on roadsteads	6
„ „ invalid tallies	7
„ charter parties	7
„ pilotage	7
„ commercial papers	7
Agriculture—	
Preface	9
Geographical position	9
General formation	9
Climatic conditions	9
Elevated inland plains	10
Soil	10
Sugar	10
General remarks as to industry of	10
Planting	11
Rotation of crops	11
Difficulties as to use of plough	12
System of planting by hand labour	12
„ „ ploughing	13
Objection alleged against use of plough	13
Qualities of canes	13
Richness of canes	13
Experiments with chemical manures	14
Cuttings for planting	16
Sugar crop—	
Yield per hectare	17
Percentage on typical estates	17
Coffee	18
Large decrease in crops	18
New plantations	18
"Liberia," coffee made from shells	18
Reforesting	18
Vanilla	19
Sent to France	19
Its cultivation	19
„ preparation	19
Labour question	19
Creole labour	19
Indian coolie labour	19
Proposed renewal of coolie	20
Bad result for colony of coolie	20
And military service	20
Why creole does not work	20
Coolie labour probably also necessary	20
Drawbacks to Réunion's success as a colony—	
Absenteeism	21
Rate of exchange	21
Many properties starved	21

Réunion is so essentially an agricultural centre that it is extremely difficult to exclude agricultural subjects and to find anything left to write about: this short report should therefore be read in connection with the annexed report on Agriculture, in order to fairly understand the curious conditions of Réunion trade.

Population.

Population. The total population of the island is returned under a census taken in 1892 as 171,731 souls, of whom 23,161 are British

Indians, 5,617 natives of Madagascar, 9,769 Africans, and 412 Chinese.

Perhaps in no other community of equal size in any civilised part of the world will it be found that there is not an English, or a German, or an American house of business. Excluding British Indians the whole members of these three colonies can be counted upon the fingers of one hand.

With such a remarkable absence of foreign houses, banks, companies, and establishments, it is not surprising to find that the foreign trade of the island is small. The days, however, are gone by when, as one of my predecessors reported, the British flag was never seen off Bourbon island. In the carrying trade England has made advances, and it is satisfactory to find British goods and produce are by degrees finding their way either directly or indirectly viâ France into the colony.

I have been unable to obtain from the custom-house statistical information as regards imports and exports in such a form as to fill up the ordinary tables, and the bulk of my statistics are procured from the Annuaire de la Réunion for 1892 which was only procurable in September, 1893.

Imports.

The imports in 1892 amounted to 889,596*l.* and exports to 629,391*l.* Imports.

The imports are distributed as follows :—

Description.	Value.
	£
French goods from France	369,395
„ „ French colonies ..	12,999
Foreign merchandise from France	117,328
„ „ French colonies	5,515
Foreign merchandise from foreign countries in French vessels	257,918
Foreign merchandise from foreign countries in foreign vessels	126,441
Total	889,596

There is therefore a preponderance of foreign over French imports, the former being valued at 507,202*l.* and the latter at 382,394*l.*

The products imported from the French colonies consist almost entirely of cod in various forms. The whole of the fresh meat supply comes from Madagascar, and is valued at 40,000*l.* Over 298,000*l.* worth of "farineux alimentaires," including rice from India valued at 160,000*l.*, figures amongst the imports.

The next largest item is the liquor bill which runs up to 94,000*l.*, almost the whole of which comes from France, and after that cloth and linen 91,000*l.* A large importation of machinery,

&c., from France for sugar mills and factories took place in 1892, the value being 91,000*l.*

Tariff.

Tariff. The general customs tariff of France established by the law of January 11, 1892, came into operation in the colony on January 1, 1893; a decree dated November 26, 1892, creates certain exceptions to the general tariff when applied to Réunion.

Exports.

Exports. If the balance of imports is in favour of foreign countries, that of exports is decidedly in favour of France. This is of course clearly accounted for by the fact that if the sugar, which is the principal export of Réunion, were sent to a port out of France, the tariff advantages conferred upon French grown sugar would be lost.

The export of sugar varies considerably: the largest appears to have been in 1860, when over 68,000 tons were shipped. In 1890, 37,440 tons were exported; in 1891, 35,304 tons; and in 1892, 38,402 tons; the usual average being about 36,000 tons.

A tax of 2 per cent. ad valorem is levied upon all exports of sugar, vanilla, &c.

Railways.

Railways. There is only one railway in the island running round the coast from St. Pierre viâ the port and St. Denis to St. Benoit, a distant of about 79 miles or nearly five-eights of the total coast line. The line is chiefly remarkable as having 6½ miles of tunnelling through rock between La Possession and St. Denis, a distance of 9½ miles.

Constructed by a private company under a Government guarantee, the line was opened in 1882, and on January 1, 1888, in consequence of its failure as a commercial undertaking it was placed under the direct administration of the Government. The traffic has gradually increased until in 1892 it produced 33,000*l.*

The docks under the same administration produced 39,000*l.*, whilst the joint working expenses and service charges amounted to 74,345*l.*

Subsidies of 107,700*l.* from the Metropolitan Government and 6,400*l.* from the colony allowed the payment of 99,000*l.* for interest, and part payment of a portion of the debt.

The object of the railway company has naturally been the concentration at the port of all imports and exports.

From the commencement it has met with great competition at the hands of the local associations who owned lighters at St. Denis and other ports of the island.

In view of the unsatisfactory manner in which the latter performed their services, and looking at the serious risks run by ships which discharge under great difficulties in an open roadstead off a dangerous coast, it is satisfactory to note that whilst in 1891 50 per cent. of the bulk of imports was landed from the roadsteads, in 1892 only one-fourth of the imports failed to pass through the port.

As regards exports, however, in both years the amount was nearly equally divided, the difference being in favour of the port. In this direction, therefore, a considerable increase of traffic may be hoped for; but unless the trade of Réunion increases in a very remarkable manner, it is to be feared that no brilliant commercial future lies before this Government enterprise which was costly in execution, and must always be very expensive to carry on.

Port.

Port. The port at the Pointe des Galets covers a space of 41 acres, and storage accommodation is provided for 25,000 tons of grain, rice, &c.

Dues. The following are the port charges :—

Pilotage on entry or leaving port, 25 fr.

Tonnage dues, 2 fr. 50 c. per ton, or 1 fr. 50 c. only if all operations of discharging and loading are carried on in the port alone and not at a roadstead. This payment will allow a vessel to enter and leave as often as necessary without further charges during four months, and the four months are extended in case of delay arising from force majeure.

A vessel, therefore, making short voyages from Mauritius, Madagascar, &c., is admitted on very favourable terms.

Steam tugs are provided, when required, at the rate of 150 fr. for sailing vessels up to 300 tons, and 25 c. for every ton over 300. Steamers 250 fr.

Sailing vessels are taken in tow or left at two miles from port, steamers at half a mile.

Working conditions. The port is provided with six wharves of varying lengths, two more will be finished by the end of the year, and two others a few months afterwards. At the present time seven vessels of heavy tonnage can be discharged simultaneously alongside of a wharf.

From January 1 there will be accommodation for 9 vessels and during 1894 for 12 vessels.

Discharging operations may also in case of urgency and at the demand of the master be carried on inside of the port by means of lighters. 14 vessels of from 2,500 tons to 4,000 tons or 20 vessels of from 500 tons to 1,000 tons can be berthed and worked simultaneously. Facilities are also given for storing merchandise landed at the port, whence upon sale it can be sent on by railway to its destination; rice, grain, &c., being stored free for three months, and other articles being subject to charges fixed by tariff.

The patent slip not being finished, vessels cannot be careened, but the machine shops are, I am informed by the manager, properly equipped for carrying out all other repairs of wood or iron ships. A 3 ton steam hammer and a foundry capable of casting 3 tons of metal are attached to the port.

Navigation.

I have been unable also to obtain from the custom-house the information required to fill up the ordinary returns of shipping entered and cleared.

It will be seen from the annexed tables that the total entries were 127 vessels of a tonnage of 131,723 tons.

Of these, 73 vessels of a tonnage of 30,978 tons were British, and roughly speaking it may be said that more than one-half of the carrying trade in rice and bullocks is now in British hands and a fair proportion of the general traffic.

Quarantine.

Undoubtedly the proportion could be much larger, but that the two islands of Mauritius and Réunion adopt extreme measures of quarantine. The consequence is, that trade is hampered, shipping harassed, passengers driven away, and large sums lost in both colonies through want of freedom of intercourse.

The Messageries Maritimes de France have been obliged to withdraw the large steamers which regularly called here, sailing between Marseilles and Australia, and the small boats which now do the service are constantly subjected to an arbitrary quarantine law which prevents many a fever stricken family in Mauritius from venturing to proceed to the health giving uplands of Réunion through fear of 15 or 20 days of quarantine here on arrival or on return to Mauritius.

Caution to shipmasters.

A few words of caution to British shipmasters coming here as regards delivery of cargo are advisable.

Port of discharge.

In the first place, in all charter parties the place of discharge and loading should always be the port at the Pointe des Galets, where the work can be done quickly and well. Delivery at the roadsteads is dangerous and expensive. A vessel of 2,000 tons can be discharged and loaded at the port in the course of the week. The charges are naturally somewhat higher, but the goods are delivered alongside of a wharf with ease and without damage. Questions as to claims for damaged goods can there be settled speedily and in the presence of all concerned.

Difficulties of discharge in roadstead.

On the roadsteads all is changed. The shipmaster is there at the mercy of the elements, and unless he is a very wide awake man his cargo is bound to turn out short or damaged.

During the hurricane season, December to April, he is very likely obliged to put to sea three or four times during discharge and loading, and each enforced departure may be a loss in time alone of three or four or even eleven days.

In the bad season a vessel discharging and loading in the roadsteads may be obliged to put in six or seven weeks, in the fair season three or four weeks. In either season the same work would be done at the port in a week.

More than this the vessel lies some way off shore, and the

master confiding in the terms of the charter party, "all cargo to be taken and delivered alongside at risk and expense of consignees," discharges it into lighters keeping a careful tally.

When all is discharged he is informed by the custom-house that cargo is short; he produces his tally, the receipts are invalid, and he has to pay customs dues, and the consignees fall on him in a body and demand payment for short or damaged cargo. Lawsuits result and end more or less disastrously.

The goods were checked into the lighters, the lightermen are not authorised to give receipts for them, and the custom-house have not received the cases. What becomes of them? Nobody is quite sure, but the fact is that the cases disappear or arrive empty and broken.

There is no custom-house guard on board, and the ship is responsible to the custom-house under French law for all goods on the manifest until delivery in the custom-house.

Thus all works against the master, and he can only protect himself by absolutely refusing to give up a single package of cargo unless the consignee sends on board a tallyman who is legally authorised to give receipts for cargo discharged. In view of some recent cases this course is now earnestly urged upon all British shipmasters who arrive here, and it would be well if a clause to that effect were inserted in the charter party of every British ship which is to discharge on a Réunion roadstead; but I repeat that every British ship should go to the port, and to the port only if trouble and expense are to be avoided.

Pilotage.

British shipmasters are also warned against persons offering to pilot their ships round the island. Such persons are "unqualified" pilots, and sometimes run ships ashore, when all the blame and punishment fall upon the master.

Standing of consignees.

Shipmasters would also do well to inquire as to the financial standing of their consignees, as all houses here are not of equal stability. It has been stated in the local press that, since the late financial troubles, Réunion shopkeepers are allowed no more credit in France, and although this is no doubt an exaggeration it is enough to indicate that care should be taken as to accepting payment of freight by commercial bills.

Annex 1.—RETURN of Principal Articles of Export from Réunion during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons ...	35,304	...	38,402	...
Vanilla	,, ...	70	67,760	96	115,200
Coffee	,, ...	311	24,920	93	9,328
Rum	Gallons ...	305,778	...	370,000	...
Tapioca	Tons ...	517	...	664	...
Potatoes	,, ...	649	...	486	...
Tobacco	,, ...	55	...	60	...

RETURN of Principal Articles of Import into Réunion during the Years 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Live animals	Not given	41,507	Not given	39,625
Farinaceous products		254,169		298,745
Liqueurs		94,069		94,826
Cloth and cotton goods		98,904		91,694

Annex 2.—RETURN of all Shipping at the Port of Réunion during the Year 1892.

ENTERED.

Where from.	Number of Vessels.	Tonnage.	Total.
France—			
Marseilles	...	...	...
Bordeaux	8	4,731·51	4,731·51
Nantes and St. Nazaire	...	...	...
French colonies—			
Saigon	1	1,050·27	1,513·94
St. Pierre (Miquelon)	1	378·83	
St. Paul and Amsterdam	1	84·84	
Foreign countries—			
Madagascar	21	22,563·12	125,478·24
Mauritius	61	72,374·31	
Calcutta	15	8,786·27	
Cocanada	1	553·17	
Montevideo	1	1,225·34	
Seychelles	17	19,976·03	
Total, 1892	127	131,723·69	131,723·69
„ 1891	136	146,667·70	146,667·70

CLEARED.

Destinations.	Number of Vessels.	Tonnage.	Total.
France—			
Marseilles	11	17,537·73	18,457·79
St. Nazaire	1	541·23	
Belle Ile...	1	378·83	
French colonies—			
Guadaloupe	3	1,515·83	7,049·74
Diego Suarez	4	1,955·38	
Nossi Bé, St. Paul and Amsterdam ...	1	84·84	
Pondicherry	3	3,493·69	
Foreign countries—			
Madagascar	13	17,171·33	108,292·98
Mauritius	42	63,936·00	
Seychelles	11	17,253·68	
Calcutta...	14	8,844·27	
Cocanada	1	553·17	
Zanzibar	1	77·21	
Cardiff	1	457·32	
Total, 1892	107	133,810·51	133,810·51
„ 1891	...	149,575·01	149,575·01

Agriculture.

As many of my correspondents appear to be very uncertain whether Réunion is a town on the east or west coast of Africa, it may be well to preface this report, which appears to be the first to have been made upon agriculture in Réunion, with a few remarks as to its geographical position and climatic conditions. Preface.

Réunion, formerly called Bourbon Island, is situated in the Indian Ocean, about 400 miles east of Madagascar and 80 miles south-west of the British colony of Mauritius, and covering an area of about 1,000 square miles, lies between the parallels of latitude 20° 51′ and 21° 22′ south, and longitude 55° 12′ and 55° 50′ east. Geographical position.

Its shape is elliptic, the large axis running north-west to south-east.

A chain of semi-detached mountain peaks divides the island into two districts, the old and the new formations.

The western part, which is by far the older formation, is now quite free from volcanic action, but in the east the volcanic forces are still in full play, and it is much to be regretted that the very interesting volcano in the south-east, which of late years has been constantly active, has not attracted more attention from scientists. General formation.

I am convinced that it would well repay a very careful study.

It has been said that the island is elliptic in form. Supposing that the ellipse represents the rim part of a silk hat, the crown of which has been smashed and battered, leaving a large number of peaks and valleys in its place, perhaps no more apt simile of the general appearance of Réunion can be formed.

The rim part will represent the space over which the lava coming down from the now extinct volcanoes has flattened out, and in the course of ages been covered over with a rich fruitful soil caused by the denudation of the mountains and the washing down of humus and débris from the forests which are found on the uplying mountain slopes.

The rim is the belt of cultivated land on which Réunion depends for its wealth, which is purely agricultural, and mainly the product of the sugar-cane. It runs all round the island, with insignificant breaks, except at the Grand Brulé, where from time to time the active volcano pours its lava in a stream over a mile wide, straight down to the sea. But even here nature may be seen at work, and vegetation springing up in a lava bed not over 18 months old.

The denudation of the mountains by water, heat, and cold goes on constantly, and at such a rapid rate as to produce a perfectly visible effect in the short space of a twelvemonth.

The prevailing winds being south-east, the dividing barrier mountains running along the main axis break the general current of rain clouds which rush up the steep gorges and produce two markedly different climates, the eastern side of the island being Climatic conditions.

very rainy and windy, and the western subject to long droughts, with hardly any breeze, and heavy dews.

Elevated inland plains.

In addition to the narrow belt of cultivated land running round the coast, which hardly anywhere is more than nine miles deep, there are several plains and valleys in the interior of the island which are more or less cultivated. The coast belt is supposed to have about 50,000 acres under cane cultivation, the remainder being in coffee and woodland or fallow.

The inland plains, however, being at altitudes of 2,800 feet, 4,000 feet, and 4,700 feet, are too cold for the cane, and when they are cultivated at all it is with potatoes, beans, Indian corn, and, in some favoured localities, coffee; but the cultivation is on so small a scale, and the products so grown are so costly to dispose of on account of the difficulty of reaching a market, and the labour question is so acute, that, speaking generally, it may be said that the only cultivated land is the little belt running round the coast.

Soil.

The soil is of volcanic origin, on a basaltic formation, and under the action of the rains becomes very hard and compact. It consists almost entirely of aluminous clay ("silicate d'alumine") and iron, with hardly any lime or potash.

On subjecting a small quantity of earth to the action of a small jet of water a portion is found to remain in suspension, the remainder is immediately precipitated as a black sand; the portion in suspense constitutes a clay rich in iron.

The following analysis has been made:—

Description.		Grammes.
Lime	Per 100 grammes.. ..	0·10
Phosphoric acid.. ..	„ „	0·01
Potash	„ „	0·05
Azote	„ „	0·12

The azote is always organic.

Sugar.

The principal product of the island is the sugar-cane; the vanilla, coffee, rum, and tapioca increasing the exports for 1892 to 596,000*l.*, of which only 19,000*l.* went to countries other than France.

General remarks as to sugar industry.

The limitation of markets by protective tariff produces a marked difference between the production of Réunion and of the neighbouring British Colony of Mauritius. Whereas the larger part of the Mauritian cane crop is turned into refined sugar and exported to Indian and other British markets, in Réunion it does not pay to make fine high grade sugars, the profitable market in France being that of the unrefined. Although of late years large improvements have been made in the sugar-making machinery, the planters of Réunion have as a rule been slow to adopt them; outside of some of the estates of the Crédit Foncier Colonial and

two or three private estates there is hardly a well equipped mill in the island, and the sugar plantations as a whole bear only too evident traces of "hard times." The "diffusion" process has not been tried in Réunion; on one estate, however, the diffusion of the "bagasse" was practised, but the result would not appear to be so brilliant as was hoped, as it has this year been discontinued. The fuel used for stoking is mainly cane straw and "bagasse," and a good deal of wood, but very little coal is consumed.

Here again old practices run counter to the old routine: the straw and bagasse are admirable for manure and field use, and have to be replaced either by chemical manures or letting the cane fields go out of cultivation for some years and remain fallow or in some crop which by the shedding of leaves will by degrees return to the soil the chemical elements which the cane has taken out of it.

Sugar planting.

The two systems are now being tried side by side in a somewhat modified form, the Crédit Foncier, always in the van, heavily manuring and reproducing cane after intervals of four years until the yield falls below a certain point, and the older and more cautious planters letting the land repose in grain, tomatoes, "antaque" and bean crops. There is much to be said in favour of both practices. If the cultivator will take the trouble to carefully look after the smaller products they can be made to pay well, and the system has the advantage of being carried on with the output of a much smaller capital, and in the long run the resulting profit is probably very nearly the same. The one aids nature, the other forces her; it is a question for experts, and I must let the experts tell their own tale.

The following notes have been kindly placed at my disposal by the Crédit Foncier Colonial.

The sugar cane being a plant which quickly exhausts the soil a system of rotation of crops has been adopted at Réunion. The forcing system, "système intensive," has not been adopted in its entirety owing to the hilly nature of the ground rendering the transport of the large quantities of manure which it would require almost impossible on account of extreme cost.

Rotation of crops.

The following is the rotation usually followed:—

Description.	Number of Years.
Young canes	2
First re-shoots	1
Second re-shoots	1
Maize or manioc	2
Peas	2
Total	8

Whatever small variations are made in this rotation the cane

can never remain on the same land more than four years except in the dry quarter of the island where, vegetation being less active, it has been found necessary to adopt the following rotation :—

Description.	Number of Years.
Young canes	2
First re-shoots	2
Second re-shoots	2
Maize	1
Peas	1
Total	8

Difficulties as to use of plough.

It is found impossible to cultivate a large portion of the land by means of the plough drawn by oxen on account of the nature of the subsoil, which is mainly lava, or on account of the quantity of rocks found in the subsoil or in the soil itself.

For some years however great endeavours have been made to introduce the plough on lands where the cost of removal of rocks is not out of proportion to the profits aimed at.

Sugar planting by hand labour.

On lands worked by hand labour the following mode of cultivation is adopted.

The land is cleared of all weeds and bush about a month before the planting, the weeds being carried away or burnt.

The furrows are then made and kept as far as possible at right angles to the slope of the ground, so as to enable the plants to keep the soil from slipping down the hill. In the rainy part of the island a space of nearly 5 feet is left between the lines of cane, and 4 feet to 4 feet 2 inches in places where vegetation is less active, the object in the latter case being to spread a cover over the ground as quickly as possible to retain all the moisture received. The furrow finished, it is holed for the reception of the plant. Holes 16 inches to 18 inches long, 6 inches to 9 inches wide, and 6 inches to 8 inches deep are made 3 feet 4 inches apart in rainy localities, and 2 feet 6 inches to 3 feet 2 inches in the dry.

In each hole 2, 3, or 4 cane cuttings, each with 3 or 4 eyes, are placed in parallel lines. If manure is used a little is placed below the cane shoots and above it, and firmly stamped down with the foot, and all is covered over with a small layer of earth.

If without manure they are merely covered over. A month later the weeds are cleared away by hand from the holes, which are freed from loose earth, and by hoe from the surrounding ground.

It is preferable to remove the weeds from the field, as they may harbour the dreaded "borer." The fields are generally cleaned five or six times before the cane arrives at maturity, but

as the plant grows larger and less subject to attacks from insects the weeds are generally shaken to remove loose earth, and left on the field. The cost of these operations is put down at from 372 fr. 60 c. to 512 fr. 35 c. per hectare for labour, and if manured, 437 fr. 33 c. to 577 fr. 8 c. per hectare, the hectare equalling 2 acres 1 rood 35 poles, and the franc paper money about 9*d*.

Sugar planting with plough.

If the lands are worked by ploughs driven by oxen the following procedure is adopted:—

The bean plants, which invariably immediately precede the cane crop, are buried by ploughing them up. The plough, a "Brabant double," is drawn by six Madagascar oxen; one man guides it; there is a boy to prod the oxen, and one or two men follow to place the bean plants in the furrow. Fifteen days afterwards it is again ploughed over, harrowed once or twice, and lightly rolled. The horizontal furrows are then made with the plough, and deepened by hand labour when the planting is done, the cane shoots as usual being placed end to end in two parallel rows at the ordinary distances in the furrow.

Such plantations are generally manured, the manure being worked in at the second ploughing, and the chemical manure is laid on at the time of planting. A month afterwards the field is cleaned up by a kind of miniature harrow drawn by a single ox, and the furrows are cleansed by hand labour of weeds and loose earth fallen in. Every three weeks during four months this operation is repeated, but after the second, or at latest third, cleaning no more earth is removed from the furrow.

The cost of these operations is 180 fr. to 210 fr. per hectare. The oxen work from 6 A.M. to 10 A.M., and from 1.30 P.M. or 2 P.M. to 6 P.M., the same oxen furnishing from 8 hours to 8½ hours work per day.

Objections alleged against use of plough.

The use of the plough is not general. It has been largely adopted by the Crédit Foncier, but older planters stick to the hole system, alleging that the plough, weakening the resisting power of the ground, and not enabling the cane to be planted so deep as under the old system, creates a danger to the young canes which would not hold so well in a cyclone; but as after a cyclone the whole field is a soft pulp, and the plants in furrows have a better chance of being well rooted by sending out lateral roots in the soil, only a real cyclone, which has happily not visited Réunion for many years, can be awaited to decide this test point.

Qualities of canes.

The principal canes grown at Réunion are the Port Mackay, La Louzier, and the Quingamp, or Batavia, all of which are well known.

The richness of the cane varies according to locality and species.

Richness of canes.

The density of the juice varies from 1·075 to 1·090, and even 1·095, the temperature being reduced to 4° Centigrade.

In an ordinary season the mean richness may be placed at 14·50 kilos. of sugar to 100 kilos. of cane, 0·75 kilos. of glucose, and 0·35 kilos. of ash.

In the same mill the canes may yield at the commencement of harvest :—

	Per 100 Kilos. of Cane.
	Per cent.
Sugar	13 ·50
Glucose	·70
Ash	·35

Rising during manipulation to :—

	Per 100 Kilos. of Cane.
	Per cent.
Sugar	15 ·50
Glucose	·80
Ash	·35

And ending as the yield began.

In certain favoured regions where it rains little the mean richness may be put at 15½ per cent. to 16 per cent.

Experiments with chemical manures.

On all fields, whose position will allow of it, manure is employed, the quantity varying from 8 tons to 30 tons to the hectare.

The difficulty of transport of manure over bad and steep roads, and the careless manner in which it is prepared, results in many estates not being properly manured. The use of the chemical manures, however, is general on the large estates.

The following is the result of some experiments made by the Crédit Foncier with a chemical manure giving to the soil per hectare :—

	Quantity.
	Kilos.
Azote	60
Phosphoric acid	90
Potash	45

the yield was 16,643 kilos. of "sucre extractable" per hectare.

"Sucre extractable" is the figure obtained by deducting from the weight of the sugar contained in the canes twice the weight of the glucose, and four times the weight of the ash.

It has been recognised that the organic azote manures produced small results. This will be seen from the following experiments :—

FIRST EXPERIMENT.

	750 Kilos. to the Hectare.
	Per cent.
Ammoniacal azote..	7·00
Nitric azote	1·63
Organic azote	0·52
Total	9·15

SECOND EXPERIMENT.

	750 Kilos. to the Hectare.
	Per cent.
Ammoniacal azote..	2·10
Nitric azote	6·64
Organic azote	1·03
Total	9·77

THIRD EXPERIMENT.

	750 Kilos. to the Hectare.
	Per cent.
Ammoniacal azote..	1·00
Nitric azote	1·01
Organic azote	6·09
Total	8·10

The results per hectare in "sucre extractable" were:—

	Quantity.
	Kilos.
Experiment No. 1..	16,945
Experiment No. 2..	16,851
Experiment No. 3..	14,711

This result was to be expected, the nitrification of organic matter being rendered almost impossible by the compactness of the soil, and by its great lack of lime. The use of ready-made chemical manures from Europe is little by little being abandoned, and the following products are imported: Nitrate of soda, sulphate of ammonia, hyperphosphate of bone, hyperphosphate of lime (mineral), chloride of potassium.

These are mixed according to necessity, a favourite formula being:—

	Quantity.
	Kilos.
Nitrate of soda (Chilian) 15 per cent. to 16 per cent. azote	430
Hyperphosphate of lime, 15 per cent. soluble	500
Chloride of potassium	40
Total	970

This is well mixed and only prepared when wanted for use, and 970 kilos. are sufficient for a hectare.

Nitrate of soda is preferred to sulphate of ammonia, as the kilo. of azote produced from sulphate of ammonia is dearer than when produced from nitrate of soda.

This mixture is employed for young canes and for re-shoots, and has given valuable results. Guano manures composed as follows are also imported by certain proprietors:—

	Per cent.
Azote	7·5
Phosphoric acid	12·0
Potash	5 to 6

This manure is employed as the former—750 kilos. to the hectare.

Lastly, also, lime has been sprinkled over the surface—1,000 kilos. to the hectare. It is only used to facilitate the assimilation of azote in ordinary farm manure.

Cuttings for planting.

In general the part of the cane used for planting purposes has been the upper part of a cane which has not yet flowered, with one or two eyes, which are surrounded by leaves still green, or with one or two eyes which have already lost their leaves. The seed of the cane, it may here be remarked en passant, of which so many discoveries were made some time ago, appears to have been relegated to the limbo, which is also reserved for the much vaunted diffusion process.

These cuttings are taken from the part of the cane which has not yet arrived at maturity, and which contains the largest proportion of water; such cuttings root very readily, and rarely fail even in time of drought.

Some proprietors attribute the degeneracy of the sugar-cane in Réunion to the use of such cuttings from immature canes. It appears to be a fact that cane in Réunion so produced will only give good returns for 10 years or 15 years, the yield then dwindles, and the cane must be replaced by another variety.

In order to avoid this degenerating tendency, a riper part of the cane is also made use of by some proprietors six or seven eyes below the part alluded to as generally utilised, the upper part being given to the cattle as forage.

This proceeding would appear to be successful, although sufficient time has not yet elapsed to absolutely prove the theory; but after 12 years or 14 years the canes planted regularly not from the "tête" but from the "corps de canne," have not yet shown any decrease in yield.

It is evident that the cuttings should be chosen from the canes which have not yet flowered, in order that the suckers may be healthy. They are generally taken from the first re-shoots of healthy appearance, or from young canes of not more than 12 months or 14 months old. Upon the careful selection of the cuttings naturally depends the whole success of the future crop.

Crop. Yield per hectare.

The product per hectare naturally varies; as a rule it is 30,000 kilos. to 35,000 kilos. a hectare, including young canes and re-shoots.

On well cultivated properties, with a soil of ordinary richness, 45,000 kilos. to 50,000 kilos. of cane per hectare may be produced, namely:—

Description.	Quantity.	
	From—	To—
	Kilos.	Kilos.
Young canes	63,000	75,000
First re-shoots	37,000	45,000
Second re-shoots	24,000	32,000

On good properties the mean may reach 60,000 kilos. to 70,000 kilos. of cane per hectare, the young canes alone giving a mean of 100,000 kilos.

Percentage on typical estates.

The following are the mean of a few of the Crédit Foncier estates during the last four years:—

TABLE showing Mean Product of Cane per Hectare.

Nature of Property.	1889.	1890.	1891.	1892.
	Kilos.	Kilos.	Kilos.	Kilos.
Medium	49,469	44,838	36,722	39,768
Fair	43,296	52,113	49,055	54,321
Good	61,575	63,934	62,531	60,077

On this last property the weight of young canes to the hectare varies from 90,000 kilos. to 110,000 kilos., reaching in certain fields a yield of 135,000 kilos. per hectare.

Some badly equipped sugar mills obtain only 7½ kilos. to 8 kilos. in sugar per 100 kilos. of cane, but the mean is 9 per cent.

The following table of the yield on some of the Crédit Foncier Estates per 100 kilos of cane is interesting:—

1888.	1889.	1890.	1891.	1892.
Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
9·576	9·172	9·230	8·935	9·02
8·903	9·570	9·235	9·268	9·545
9·203	9·225	9·045	9·638	9·546
9·255	9·246	10·070	10·290	9·556
9·451	9·101	9·205	9·317	9·028
9·838	10·147	10·330	10·215	9·304
9·455	10·104	9·883	9·738	9·161

These mills produce in 120 or 140 days 1,400 to 2,000 tons of sugar, working 12 to 14 hours a day.

The general falling off in the percentage for 1892 is mainly owing to ravages caused by cyclones in the early part of the year.

Coffee.

In the days of her departed commercial glory Réunion produced most excellent coffee; but the sugar inflation and the coffee disease appearing about the same time, coffee plantations and other valuable trees were grubbed up, and the land laid out in cane quite regardless of the fact that the soil which will produce good coffee will not always produce a good cane. The coffee industry therefore languished until the export dropped from 2,000 tons in 1829 to 600 tons in 1884, 311 tons in 1891, and 93 tons in 1892. On many estates, however, coffee trees have now for some years been replanted, and before long the product and export of coffee will, no doubt, considerably increase, the more so as the "hemelëia vestatrix" can now be met and conquered. On the Crédit Foncier Estates alone arrangements are made for setting out 100,000 new coffee plants in 1894.

Large decrease in crop.

New plantations.

There are, excluding the wild coffee, only two sorts in Réunion: the Moka and the Liberia, the preference being generally given to the Liberia.

"Liberia" coffee made from shells.

Mr. Chavegrin, the gentleman charged with the care of the Crédit Foncier Forests, has within the last few days made, it is believed, a curious discovery regarding the Liberia coffee which may lead to considerable profit. He noticed on shelling the coffee that the pile of husks had a strong odour of coffee, being nearly as scented as the bean. A quantity was collected, roasted and ground, and an infusion was produced which in colour and bouquet very closely resembled coffee, but it was not so bitter, and it was thought not to act so strongly on the nerves as coffee.

Re-foresting.

Considerable attention is also devoted by the Government and the leading planters to the replacing of the forests which have been so ruthlessly cut down in the past. The destruction of the

forests has been so enormous that the climate of the island has been absolutely changed and rendered much drier than formerly, and tracts which were formerly covered with forest, as at the Pointe des Galets, are now dreary wastes of sandy soil and rock.

Such places are mostly planted with the valuable soil producing "filao," which although a quick growing tree drags on a wearisome existence where the soil is mainly composed of loose rocks, and where a few sparks from a passing train are liable to suddenly end its days in a general conflagration.

Vanilla. Réunion is the largest vanilla producing country, nearly 96 tons valued at 115,200*l.* having been exported in 1892. Its quality is much appreciated in Europe, that from Mexico alone fetching a higher figure. The Seychelles vanilla is recognised as much inferior. It is exported mainly by the Messageries Maritimes steamers to Marseilles and Havre at a freight of nearly 10*l.* a ton. It is mostly bound for the French market: Paris, Bordeaux, and Nantes; but a considerable quantity goes to Hamburg for German, Austrian, Danish, and Norwegian use.

Sent to France.

The London market is supplied mainly from the Seychelles and Mauritius and receives very little vanilla from Réunion, even viâ France.

Its cultivation. This graceful creeper hanging in heavy snake-like folds round the trunks of its supporter grows in shady places underneath trees in any soil, which is kept fairly moist by rains, and it has the advantage of being produced in places fit for no other purpose such as a forest of "filaos" (casuarina equisetifolia).

Perhaps few other products have experienced such wonderful fluctuations in value, the price varying from 300 fr. to 30 fr. per kilo.

Its preparation. The vanilla pod loses about three-quarters of its weight in preparation. It is either plunged in boiling water or heated in ovens. It is then placed in the sun, carefully covered over to prevent undue heating, after which it is dried under cover and carefully watched for the slightest trace of moisture.

After three months' treatment it is carefully sorted according to length and quality, and finally packed for export in small tin cases.

Population. It has already been stated that the population of the island is 171,731 souls, and at first sight this would appear to be quite sufficient to provide an adequate supply of labour. After the emancipation of slaves, however, it was soon found that the labour supply was insufficient. The low class creole, who is, as a rule, either a freed slave or the son of a slave, will not work on the soil, as he is deeply imbued with the idea that it is only a slave who will handle a pick or a shovel. Many of them will tell you frankly, if asked to do such work, "I am not a slave." As Réunion is an essentially agricultural country, it was thought necessary to look for labour elsewhere, and, as a temporary assistance, under a convention signed between England and France in 1861, the Indian coolie labour market was opened to the French colonies. In 1883, owing to numerous complaints

Labour question.

Creole labour

Indian coolie labour.

of the ill-treatment of the coolies by the planters, recruitment in India was prohibited. The question of the renewal of immigration to Réunion is now under consideration. Whatever may be the result for the Indian, and I believe that under certain conditions his lot might be vastly improved, I do not think that a renewal of Indian immigration to Réunion would in the long run be a good thing for the country, or that any patriotic Frenchman, if he carefully thought the matter out to its logical conclusions, would consider it advisable in the true interests of the colony. It will fill the island with an alien race, who will, as they gradually become free, take to small farming and shopkeeping and underselling the creole; the latter will, as in Mauritius, little by little be elbowed out of his own country to make room for the Asiatic.

Proposed renewal of Indian coolie labour.

Bad result for colony of Indian labour.

Labour question and military service.

Compulsory military service is about to be enforced in the French colonies. The creole will then learn a great many things, including discipline and obedience to orders, before his discharge from the ranks. He will have learnt the use of boots, the pleasure of eating meat daily and being properly clothed; he will have cultivated tastes and contracted wants, of which to day he knows nothing, and it is only reasonable to suppose that he will be a man who has been considerably changed for the better; his prejudices against manual labour will be greatly modified, and he will no longer look upon it as the work of a slave to dig the ground. Already this prejudice is disappearing, and I can point to many estates where creole labour is extensively and increasingly used.

Why creoles do not work.

It is idle to contend that the population is not large enough to do all the agricultural work required. The creole does not work, because either he does not wish to or because sufficient inducement is not held out to him to do so. Only a few days since an employer declined the services of 30 creoles, who were prepared to do night work in a sugar mill, on the ground that he could not give them more than 1 fr. 50 c., or about 1*s.* 3*d.* per night. My firm belief is that were more liberal terms offered to the creoles—and the sugar industry can well afford to pay 1*s.* 3*d.* per day and 2*s.* 6*d.* per night, or even more—the labour difficulty would be nearly if not quite met.

The desire of the Réunion planter to have cheap Indian coolie labour under a penal law at his beck and call is quite intelligible, but it is difficult to see the absolute necessity of it, except perhaps in the mill itself.

Coolie labour probably also indispensable

It is doubtful whether any creole would or could work in the heat of the mill, nearly stark naked, and covered from head to foot with syrup.

Neither, as a general rule, is he sufficiently intelligent and trustworthy to look after complicated and delicate machinery. The coolie, on the contrary, is very fond of mill work, and is never happier than during the cane harvest.

Agriculture in Réunion can never rest upon a solid basis until a solution of the labour question is found which will enable

the planters to find their workmen amongst the local population or in some other French colony.

There is another great drawback to Réunion ever being very successful as a colony, or even emerging from the financial decadence into which she has fallen. In the old days, when communication between Réunion and Europe was carried on by sailing vessel, and means of transport were difficult, the planters made few voyages to France, and lived at home, either investing all their gains in more land in the colony or hoarding their money in safes until a profitable local investment was found. Gold and silver coin was then abundant in the colony. Drawback of Réunion's success as a colony.

Steam communication was inaugurated; more and more money was drawn from the colony by landed proprietors and their families going to France for long periods, and finally to settle there. Absenteeism.

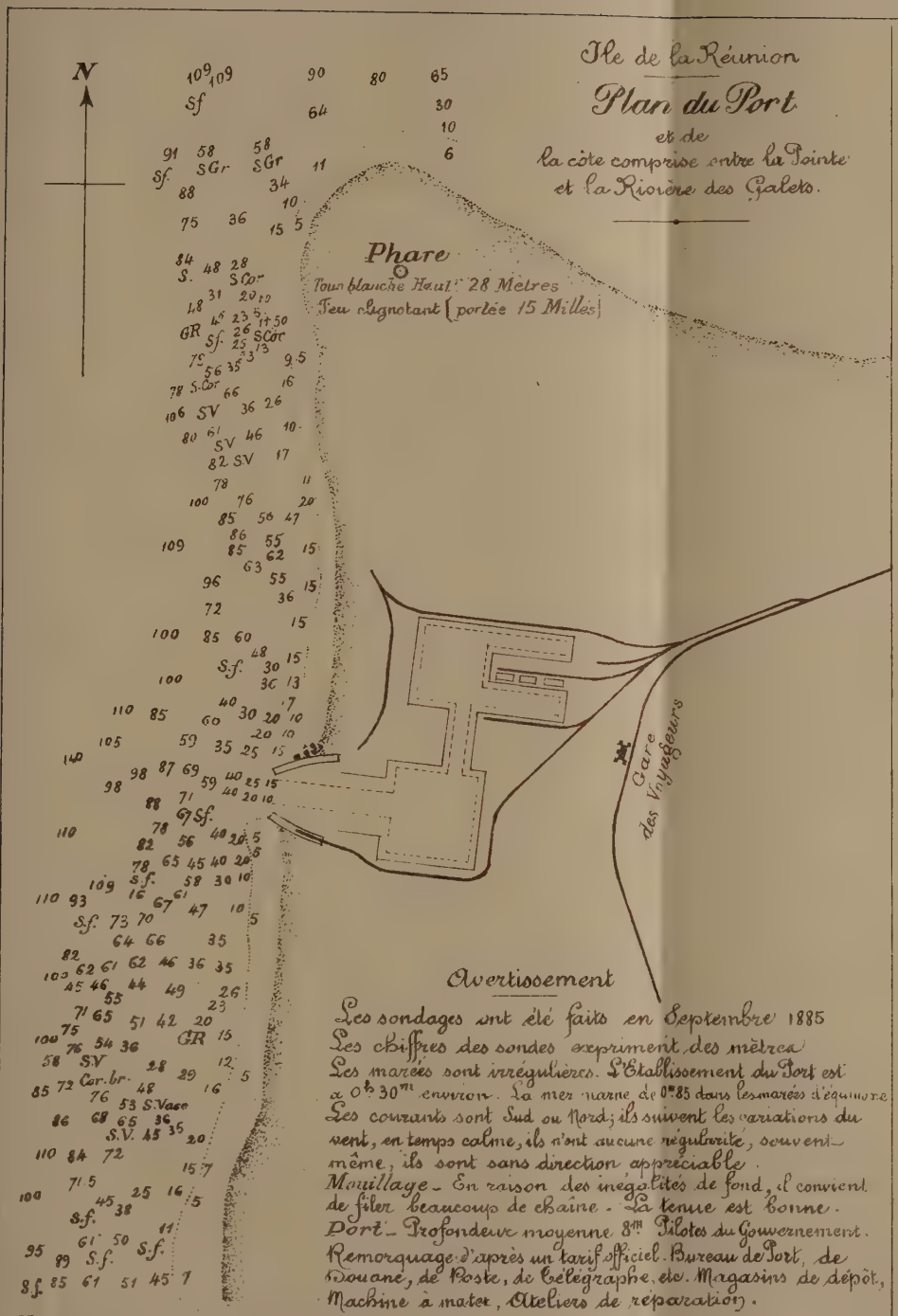
The old idea of ending their days in the colony became superannuated. Then local banks started, and receiving money on deposit at 6 per cent., drew away other large sums from agriculture, much of which was swallowed up for ever in disastrous bank failures. Finally mortgages were foreclosed, and Réunion became the hunting-ground of absentee landlords who are always crying out, "Send us more money. Be careful not to starve the estates, but, whatever happens, send us more money."

This caused the withdrawal of all the gold and silver currency. Paper money, founded wholly or in part on a gold basis, was issued, and the inevitable result was the creation of a rate of exchange. Rate of exchange.

All the riches of the country being sent away in raw produce, and the agents of the planters drawing against it only the very minimum sum required for expenses, the rate of exchange rises yearly against the colony, whilst the estates are starved and dwindle yearly in value and extent as each head of a family dies and his lands are divided amongst his heirs, who in their turn, a few years later, if they have been prosperous, only become so many more absentees in Paris calling for more and more money. Many properties starved.

"The eye of the master fattens the ox," and Réunion will never fatten unless both the eye of the master and a much larger proportion of his easily-won money are constantly upon his lands.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 1 | 94—H & S 1665)

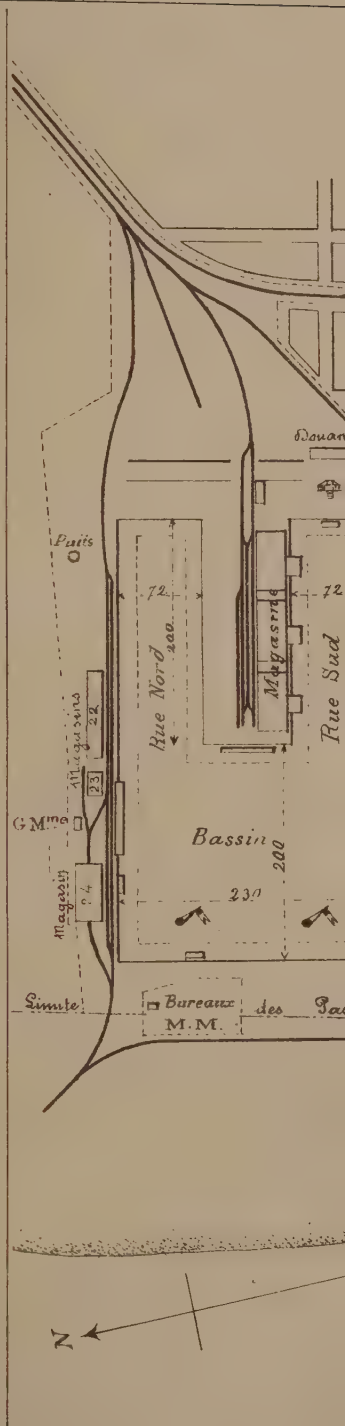


Ile de la Réunion

Plan du Port

et de

la côte comprise entre la Pointe et la Rivière des Galets.



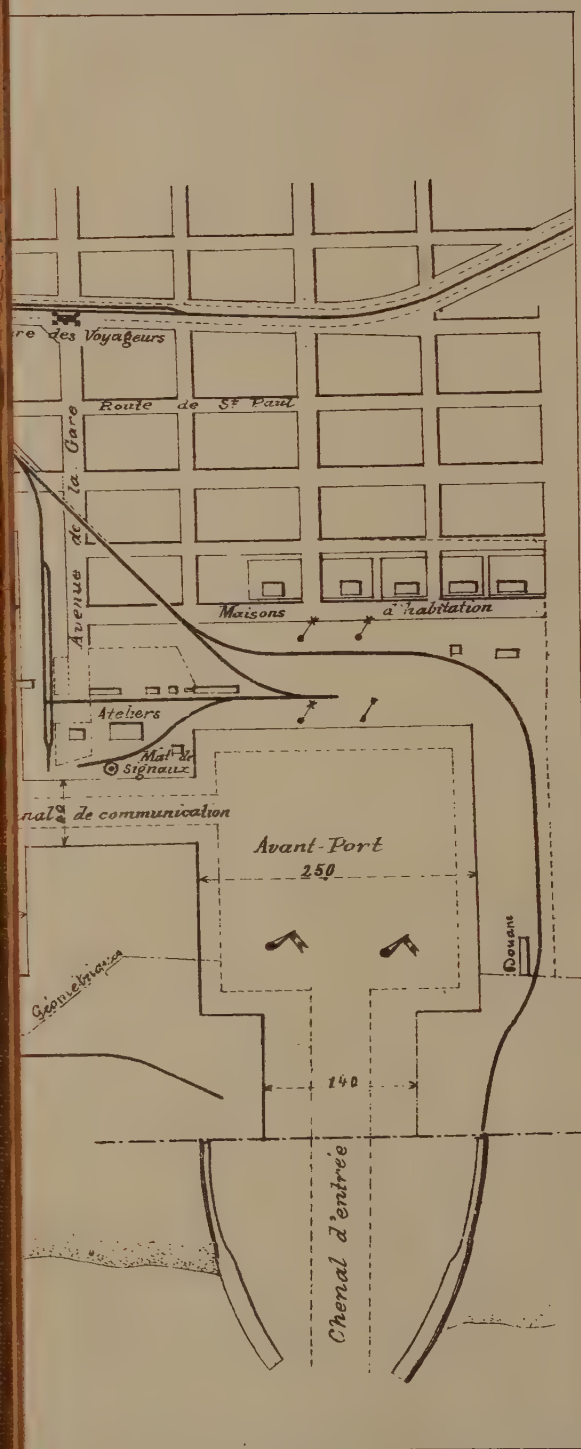
Avertissement

Les sondages ont été faits en Septembre 1885
Les chiffres des sondes expriment des mètres
Les marées sont irrégulières. L'Etablissement du Port est à 0h 30m environ. La mer marne de 0m85 dans les marées d'équinoxe
Les courants sont Sud ou Nord; ils suivent les variations du vent, en temps calme, ils n'ont aucune régularité, souvent même, ils sont sans direction appréciable.
Mouillage - En raison des inégalités de fond, il convient de filer beaucoup de chaine - La tenue est bonne.
Port - Profondeur moyenne 8m. Pilotes du Gouvernement. Remorquage d'après un tarif officiel. Bureau de Port, de Douane, de Poste, de Télégraphe, etc. Magasins de dépôt, Machine à mater, Ateliers de réparation.

N.B. The soundings on this plan should not be absolutely relied upon. A new chart up to date is in course of preparation and will be forwarded when ready.

(1250. 1/94. 1665)

HARRISON & SONS, LITH. ST MARTINS LANE W.C.


re des Voyageurs
Route de St Paul
Avenue de la Gare
Maisons à habitation
Ateliers
Mat de Signaux
nal de communication
Avant-Port
250
Douane
Grève Grise
140
Chenal d'entrée

FOREIGN OFFICE.

1894.

ANNUAL SERIES.

No. 1328.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

FRANCE.

REPORT FOR THE YEAR 1893

ON THE

GENERAL TRADE OF FRANCE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1158.

Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1894.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1894.

[C. 6855—215.] *Price Twopence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
1276.	Alexandria	1½d.
1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
1280.	Pekin	2½d.
1281.	Salvador	1d.
1282.	Malaga	4d.
1283.	Buenos Ayres	8½d.
1284.	Canton	1d.
1285.	Washington	4½d.
1286.	Warsaw	½d.
1287.	Pekin	½d.
1288.	Amsterdam	1d.
1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
1292.	Trieste	1½d.
1293.	Tunis	4d.
1294.	Montevideo	1½d.
1295.	Belgrade	2d.
1296.	Teneriffe	1d.
1297.	Stettin	3d.
1298.	Rome	2½d.
1299.	Dantzig	7d.
1300.	Sofia	2½d.
1301.	Mexico	1½d.
1302.	Paris	1d.
1303.	Buenos Ayres	½d.
1304.	Tangier	2½d.
1305.	Somali Coast	½d.
1306.	Porto Rico	1d.
1307.	Paramaribo	1d.
1308.	Oporto	1½d.
1309.	Naples	½d.
1310.	Salonica	2½d.
1311.	Valparaiso	2d.
1312	Mozambique	1d.
1313.	Odessa	1½d.
1314.	Honduras	2½d.
1315.	Batoum	4d.
1316.	Quilimane	1d.
1317.	Copenhagen	1d.
1318.	Lima	1d.
1319.	New York	1d.
1320.	Baghdad and Bussorah	1d.
1321.	Rio de Janeiro	3d.
1322.	Réunion	3½d.
1323.	Berne	1d.
1324.	Kiukiang	½d.
1325.	Resht	8½d.
1326.	Florence	1d.
1327.	Hakodate	1d.

No. 1328.

Reference to previous Report, Annual Series No. 1158.

FRANCE.

PARIS.

The Marquis of Dufferin and Ava to the Earl of Rosebery.

My Lord, *Paris, January* 28, 1894.

I HAVE the honour to transmit herewith to your Lordship a very interesting and carefully prepared Report for the Year 1893 upon the General Trade of France which I have received from Sir Joseph Crowe, Commercial Attaché in Her Majesty's Embassy.

I have, &c.
(Signed) DUFFERIN AND AVA.

Sir J. Crowe to the Marquis of Dufferin and Ava.

My Lord, *Paris, January* 27, 1894.

I HAVE the honour to enclose my Report for the Year 1893 on the General Trade of France.

I have, &c.
(Signed) J. A. CROWE.

Report on the General Trade of France for the Year 1893.

ABSTRACT of Contents.

	PAGE
General aspects of French trade	2
Survey of trade of 1892; prices	2, 3
Imports and exports of 1893	4
Imports—	
British	5
German	6

ABSTRACT of Contents—continued.

	PAGE
Imports—continued.	
Spanish and American	6
French petroleum duties	7
Exports—	
To England	7
Spain and United States	8
French losses in export	8
Silk trade	8
Woollen trade	9
Agricultural interests	9
Corn prices	9
Protection and corn duties	10
Wheat cultivation	10, 11
Drought and its effects	11
Meat	12
Agitation for higher duties on corn	12
Hay and straw	12, 13
Wine; wine duties and trade	13
Imports and exports of wine	14, 15
Spirits and sugar	15
Navigation, bounties, and inland navigation	16–18
Railway traffic	19
Decline of the revenue	20
New taxes	21
Strikes and arbitration	21, 22

General aspect of French trade.

The summary returns of French imports and exports in 1893 which have just been published confirm the fears of those who expected an unfavourable balance of trade. They do not confirm the predictions of those who assumed that France had not suffered more than Great Britain. It is already known that British imports were 4½ per cent. less, and British exports 4 per cent. less in 1893 than in 1892. French imports in 1893 fell off 6½ per cent.; exports, 7½ per cent. But these are not the only proofs of depression. The revenue from direct and indirect taxation is less than the estimate by 1,312,000*l.*, and less than the previous year by 1,120,000*l.* The Paris clearing-house accounts show a considerable contraction of business in spite of the cheapness of capital, which was to be had from any banking establishment at unusually low rates. A drought brought on a serious depreciation in the price of cattle, and sent up the quotations of hay and forage to exorbitant rates. Nothing has occurred in compensation for these evils, except an abundant yield of wine, which opens a prospect to the country of a revenue of 50,000,000*l.*, unhappily not realisable at once, and an extension of railway traffic, which shows how much the public tried to make up their losses on international trade by developing business at home.

State of French trade end of 1892.

But before entering into details of French trade in 1893 some remarks must be made on that of 1892. The general returns for that year, which appeared in November last, differ materially from those which were published in the previous January; and this difference is due to the changes of price which were introduced by the Commission of Values. In my

last report I gave the imports of 1892 at 4,400,000,000 fr., the export at 3,500,000,000 fr. The real figures according to the last valuation are, imports, 4,100,000,000 fr.; exports, 3,400,000,000 fr., and the decrease in comparison with 1891 is not 14,492,640*l.*, but 27,544,160*l.* Taking the returns by weight, as well as by price, it becomes clear that in both cases the volume of trade diminished, though in different proportion. Thus, in a summary of imports by weight in all the custom-houses of France, the total quantities entered for consumption in 1892 are given at 22,551,950 tons, as against 24,188,616 tons in 1891. These figures give a striking additional proof of the effect of the new tariff of 1892 in contracting imports and exports alike. A closer examination of them in detail reveals that the decrease in imports was chiefly in yarns and stuffs of wool, cotton, linen, hemp, jute, and silk, the total weight of which fell from 51,063,429 kilos. in 1892, to 28,649,206 kilos. in 1891.

The decline in exports is manifested by a loss of 57,000,000 kilos. on sugar, 17,000,000 kilos. on metal wares, 26,000,000 kilos. on wood wares, and 1,000,000 kilos. each on paper and skins.

Obviously enough, the theory that protection was necessary to give home products in France a better price was not realised.

In 1892, as compared with 1891, the prices of several classes of goods fell— Prices in 1892-91

Articles.	Per Cent.
Skins and hides	38·5
Poultry	22
Hair	30·5
Bristles	75
Milk	10
Honey	26
Cattle and sheep	2 to 4

In other articles the depreciation was :—

Articles.	Per Cent.
Silk	5
Gums and resins	20
Cotton	3½
Woollens	10

We shall presently see that this decline in prices continued throughout 1893, when it extended particularly to two great articles of French production, wheat and wine. And yet, in the face of facts which prove that commerce in France has declined, and that prices have fallen, there is still a majority in the country which asks for more protection as a remedy for every evil.

Imports and exports of 1893.

The statistics of 1893 give total imports at 3,936,720,000 fr. (157,468,800*l.*), as against 4,188,059,000 fr. (167,522,360*l.*). The total exports were 3,209,619,000 fr. (128,384,760*l.*) in 1893, as against 3,460,735,000 fr. (138,429,400*l.*) in 1892. The whole decrease is 20,000,000*l.* The imports and exports of food were lower; the imports of raw material for manufacture higher, by more than 3,000,000*l.* (81,018,000 fr.). The exports of the same fell off by more than 4,000,000*l.* (105,591,000 fr.). For manufactured articles the decrease of imports is shown thus :—

IMPORTS.

Years.	Amount.
	Francs.
1893..	568,953,000
1892..	614,936,000
Difference	45,983,000

equal in sterling to a fall of about 1,839,320*l.*

The decrease of exports comes out thus :—

EXPORTS.

Years.	Amount.
	Francs.
1893..	1,660,252,000
1892..	1,820,713,000
Difference	160,461,000

a difference in sterling of 6,418,440*l.*

All the principal States, Belgium and Italy excepted, did less business with France in 1893 than in 1892. Belgium has coal to sell, which France is all the more bound to buy when English miners are on strike. Italy forces on the French market its silks and cocoons without fear of competition. Where the relations of neighbour States with France are not complicated by exceptionally hostile tariffs, international relations are only affected by the ordinary consequences of general depression and Protectionist duties. Between France and England, and France and Germany, the exchanges tend, as they have long done, to decrease.

Imports.

Imports.

Imports from Great Britain have fallen 3·8 per cent., from Germany 1 per cent., Turkey sends less by 9 per cent., Brazil by 16 per cent., Spain by 19 per cent., Switzerland by 20 per cent., the United States by 37 per cent.

Exports.

Exports.

French exports have fallen off all round, if we except Brazil. The decreases amount to—

For—	Per Cent.
Great Britain	6·3
Germany	5
Italy	7
Turkey	8
United States	15
Spain	22
Switzerland	34

British imports.

There is nothing very startling in the situation of British imports to France. Exceptional circumstances have here and there altered the ordinary current of business. It was to have been expected that the repeal of the bounties hitherto paid to British-built ships owned by Frenchmen would prevent our sale of such vessels in future; but experience has shown that there is still profit to be made on these purchases, and the consequence has been that the import of iron and steel-built ships in 1893 exceeded that of 1892 in the proportion of 20,000 to 36,000 tons. The imports of plain cottons in 1893 exceeded the imports of the same stuffs in 1892. We sold 1,000,000 kilos. last year, as against 680,000 kilos. in the year preceding. But this result is due to the complete stoppage of the Swiss import of the same commodities in consequence of the tariff war now waged between France and Switzerland. For less apparent causes our trade in linens increased by 300,000 kilos. France also took from us more jute, cotton, and wool; but this was counterbalanced by equivalent losses in coal, copper, and lead.

RETURN of French Imports from England during the Years 1893–92.

Articles.	Quantity.	
	1893.	1892.
	Kilos.	Kilos.
Wool	42,208,151	40,769,230
Cotton	6,191,045	5,337,045
Hemp	873,531	1,024,215
Jute	37,551,457	31,604,625
Coal	39,595,889	43,876,986
Copper	5,842,943	14,861,677
Lead	6,868,091	12,611,722

Our losses in coals are no doubt due to the effects of the strike which lasted so long in certain British colliery districts. Other decreases show how continually the effects of the hostile French customs dues are felt by English manufacturers. Con-

tinuous decline is apparent in the imports of cotton and linen yarns, woollens, cotton prints, velvets, oilcloth, and mixed stuffs.

Articles.	Quantity.	
	1893.	1892.
	Kilos.	Kilos.
Linen yarns	116,475	119,229
Cotton „	951,441	1,092,423
„ prints	285,551	349,869
„ velvets	161,669	210,711
Mixed cottons	91,734	111,983
Woollen cloth	3,313,633	4,020,601
„ stuffs	40,783	12,375

German imports.

German imports have chiefly decreased under the heads of feathers, paper, cotton tissues, machinery and tools, meat, starch, and beer. The sale of meat has fallen off, in consequence of recent legislation, by 75 per cent., that of starch by 50 per cent. But the Germans almost recouped themselves on molasses, the sale of which over the French border rose from 72,000,000 kilos. in 1892 to 106,000,000 kilos. in 1893.

Turkey loses her custom in France in respect only of natural produce. She imported, for instance, less corn into France in 1893 than in 1892 by 400,000*l.*

Brazil sent to France less coffee, hides, gutta-percha, cocoa fibre, and tobacco. But coffee alone accounts for a loss of 400,000*l.*

Spanish imports.

Spain increased her business to France in lead, cork, skins, wool, and iron ore; but her imports of sulphur fell from 14,000,000 kilos. to 2,000,000 kilos., of copper from 5,000,000 kilos. to 1,500,000 kilos., and her loss on 2,000,000 hectolitres less export of wines makes a difference to her of 2,500,000*l.*

Swiss imports.

Switzerland and France have a serious commercial quarrel on hand, in consequence of which France imposes the maximum tariff on Swiss goods, and Switzerland lays on a differential tariff as a special burden on French products. The result as to Swiss imports into France has been that in 1893, as compared with 1892, Switzerland loses 1,500,000 fr. on her imports of cheese, 11,000,000 fr. on silks, 3,500,000 fr. on cotton tissues, and 2,500,000 fr. on yarns.

United States imports.

The decline of United States imports into France is due to a falling-off in the French demand for cotton of 32,700,000 kilos. (34,900,000 fr.); in 700,000 tons of corn (161,900,000 fr.); and 4,000,000 fr. of tobacco. The balance is but partially compensated by an increase in the imports of petroleum.

And here I may give some account of recent legislation in France which has made this change in the American oil-trade possible.

French petroleum duties.

There has been a powerful agitation for some years in

France for the reduction of the mineral oil duties. This agitation ended in the enactment of a law which came into force on July 1 last, under which the duties on petroleum were reduced as follows:—

Raw petroleum, from 18 fr. per 100 kilos. net, to 9 fr. in the direct trade, and to 14 fr. in the indirect trade.

Refined petroleum, from 25 fr. to 12 fr. 50 c. in the direct trade, and to 17 fr. 50 c. in the indirect trade.

Heavy oil, from 12 fr. to 9 fr. in the direct trade, and to 14 fr. in the indirect trade.

The result has been an increase of the mineral oil import into France from 35,459,000 fr. to 43,026,000 fr., that is, of 7,600,000 fr., all of which has gone to American importers.

Exports to England.

French export trade to England would leave a much more unfavourable balance for France had it not been that two very important articles came into Great Britain in much increased quantities. In both cases a good climatic season was the cause of improvement. The export of raw and refined sugar to Great Britain rose from 117,540,808 kilos. in 1892 to 175,004,500 kilos. in 1893, a difference in money of 21,500,000 fr. (860,000*l.*) in favour of 1893. The export of table fruit increased from 48,475,721 kilos. in 1892 to 76,021,500 kilos. in 1893, equal to an increase of 10,000,000 fr. (400,000*l.*). But these gains were much more than balanced by losses on silks.

Articles.	Amount.
Losses on—	£
Silks	1,166,480
Woollens	544,000
Modes and artificial flowers	56,000
Yarns	56,000
Machinery	52,000
Hay	108,000
Butter	440,000
Wine	48,000
Small wares	76,000

To Germany.

French exports to Germany have fallen off in driblets on numerous articles. The heaviest decline is in copper, hides and skins, seeds, oilcake, silks, wine, metal ware, chemicals, and pig-iron. But none of the decreases much exceed 100,000*l.*, most are about 50,000*l.*

Italy now refuses more and more to consume French silks and woollens. The contraction of French export in these goods causes a loss to France of 9,000,000 fr. on the first and 2,000,000 fr. on the second.

To Spain

Spain in ordinary times has been one of the best markets of France for woollens, oils, chemicals, and codfish. In 1893 the commercial disputes of the two countries and their enhanced tariffs produced a change to the disadvantage of both. We

saw that Spain suffered in the sale of her wines. Retaliation came to France on articles more precious even than wine. The amount of exports from France to Spain of woollens in 1892 had been as high as 987,232 kilos., worth 11,500,000 fr. The Spaniards in 1893 only took 578,900 kilos., worth 6,818,000 fr. The exports of French oil fell from 11,250,000 kilos. to 5,700,000 kilos., with a loss of 4,000,000 fr. Equivalent losses are recorded in exports of playthings, chemicals, cod, and metal ware.

To United States and Spain.

The United States took from France a larger quantity of silks, but a smaller quantity of woollens. Their demand for wool, hides and skins, wine, dress-feathers, gloves, artificial flowers, pottery, and glass was very slack.

Switzerland abstained from taking the usual supply of wine from France. From 250,875 hectolitres (5,500,000 gallons) the French export fell to 25,908 hectolitres (599,976 gallons). The loss in money is not less than 14,000,000 fr. (560,000*l.*). Proportional decreases of 5,500,000 fr. on woollens, 2,000,000 fr. on leather ware, 3,000,000 fr. on silks, 4,000,000 fr. on clothing, 7,000,000 fr. on sugar, 1,500,000 fr. on skins, 1,000,000 fr. on books, 2,000,000 fr. on metal wares, 2,000,000 fr. on watch ware, 2,000,000 fr. on goldsmith's ware, and 10,000,000 fr. on miscellaneous articles, testify to the profound hostility which animates the Swiss, and their determination to avoid as much as possible all that is French.

French losses in exports.

Without going further into details of the French decreases on exports, I may sum up by saying that in her exchanges her greatest losses in 1893 were, in million francs, on silks, 37; on woollens, 38; cottons, 4; linens, 2; skins, 16; machines and engines, 3; tools, 12; furniture, 6; modes and artificial flowers, 2; under clothes, 1½; women's dress, 10. Nothing compensates her for these losses in manufactures.

Silk trade.

The natural effect of this state of things in France was prostration of the home markets, especially for silks. The year which has just expired is considered to have been the most calamitous as regards silks within the memory of the present generation. It began well, but ended in a complete break up, as shown in the following quotations for May and December :—

PRICES of Silk at Lyons.

Description.	May.		December.	
	From—	To—	From—	To—
	Francs.	Francs.	Francs.	Francs.
Raw Cevennes	79	80	49	50
„ Italy	77	78	46	..
„ Syria	70	72	41	42
	38	38·50	28	28·50
Japan	72	73	42	43
Canton	70	71	33	34

It appears that early in the year measures were taken by manufacturers generally to secure large supplies of raw material, both by immediate purchase and under contracts of delivery. But the silk crop in Europe and in Asia proved to be exceptionally abundant, and just as this occurred the South American Republics became seriously disturbed, a financial crisis paralysed the market of the United States, and Europe was crippled as a customer by the effect of tariffs on one hand, and depression on the other. Never was such a falling off as was witnessed in the demand for silk tissues. In England the market for plain stuff declined from 607,000 kilos. to 374,000 kilos., in Germany from 64,500 kilos. to 55,000 kilos., in Switzerland from 50,000 kilos. to 34,000 kilos. Similar decreases occurred in respect of gauze and crêpe, and net and ribbons. Yet Lyons went on manufacturing as before, and the conditioning-house tested 6,000,000 kilos. in 1893 as it had done in 1892.

The woollen trade. The woollen trade suffered almost as much as the silk trade. The markets for broadcloth of all kinds became extremely contracted in England, Germany, Spain, Italy, and Switzerland, and on this class of goods alone the deficiency in French exports for 1893 as compared with 1892 was 25,900,000 fr., or over 1,000,000*l*., and as the United States reduced their purchases of other woollen stuff by one-half, nothing occurred to counterbalance the loss on broadcloth. It would be easy, but not of paramount interest, to trace the depression of French industry further into other branches of manufacture. We may now proceed to other fields where French enterprise is hampered at once by the effects of the season and by Protection.

Agricultural interests. Of all the interests which appear at this moment to be in jeopardy in France, none is more powerful or more sure of sympathy than the agricultural. The class of agriculturists is undoubtedly much depressed, and the great landlords whose acres have lost one-third or more of their value in course of years, are in no better situation than the small owners of one or more acres or a fraction of an acre, whose produce is quoted at extraordinary low figures. It is not quite certain whether the discontent which is at present most clearly manifested amongst the poorer classes in France is due to political agitation or to the depreciation in value of land and its produce. Frenchmen are known for their thrift. They are more frequently owners of small holdings in land than earners of other nations. Their thrift has been so great that they have saved when others have hardly been able to live. Yet the time seems to be very near when the limits at which a man can save have been reached; and I am told on fair authority that it has been found that France is now suffering more than it has done for a long time past from general poverty.

Corn prices. It is equally curious and interesting to observe that depression and poverty are contemporary with low prices of corn

that wheat which was worth 24 fr. 15 c. per 100 kilos., or 5*s.* 9*d.* a bushel, in January, 1893, had fallen to 15 fr. 83 c. per 100 kilos., or 3*s.* 7½*d.* a bushel, in the following December. The prices here quoted give, however, no just measure of the situation; they are the prices at which wheat in bond could be purchased at the outports, and really equal to those which rule in Liverpool. The true figures for the consumer in France are those above quoted, with a customs duty of 5 fr. superadded, which means 10*s.* a quarter more for wheat in France than for wheat in England.

The consequence is that, though the French labourer, who has no stake in the land, gets his bread at a comparatively cheap rate, he gets it less cheap than his colleague in England, or wherever else there are no corn duties, whilst the owners of fields and small allotments are depressed on account of low prices.

The preponderant influence, politically, of the class last mentioned is shown by the fact that France has just elected the most Protectionist Parliament that has been known since the Restoration. The cry is not for cheap bread but for Protection.

Protection and corn duties.

It is affirmed that the cost of producing 100 kilos. of wheat is 25 fr. to 26 fr., and that any price below that is ruin, whilst none but a price above that can yield a profit. Therefore, the sole remedy is more Protection; and the most recent form in which that Protection is supposed to be attainable is that of the sliding scale, by means of which wheat, if quoted at 30 fr. per 100 kilos. in the market, would have to pay but a duty of 3 fr., whereas if it fell to 20 fr. it would be chargeable with a tax of 8 fr. Of course the present decay of wheat values has been attributed to many causes. One of them is said to be the temporary reduction of duty from 5 fr. to 3 fr. per 100 kilos. in 1891, which caused a speculative import and overstock at the time immediately preceding the reimposition of the duty of 5 fr. on June 1, 1892. It is assumed that this overstock was stored and still weighs on the market. Another alleged cause is a fraud committed by the importers of wheat declared for re-export as flour and groats. It is affirmed that during the 6 months allowed as the limit of time for re-export, certain manipulations take place which leave a stock of flour duty-free on the country. But it is doubtful whether these causes are the right ones. There seems to be no reason to doubt that France produces more than she can consume. She imports to a certain extent because in order to make bread suitable for sale in France French wheat must be mixed with foreign; but she grows more than the millers can use.

Wheat cultivation.

It is matter of speculation in what way over-production occurs. Economists are inclined to think that the area under wheat in France has been increasing instead of diminishing, as it has done in England, and that the increase has not been taken into account in statistics. They also think that the yield

per acre has not been accurately given, and is more than statistics show; and that the export of wheat is not correctly returned.

The average annual yield of wheat in France in the 10 years 1881–91 has been given at 81,816,000 metric quintals or about 8,000,000 tons; the average import at 12,500,000 metric quintals or about 1,225,000 tons. The consumption, independent of seed-wheat, at 76,000,000 metric quintals or about 7,448,000 tons. These figures leave a margin of overstock of 1,777,000 tons. But is this overstock the cause of the depression of price? The French seem to think they are alone in their suffering from low values of wheat. But they will find, on examination, that they get higher prices even than those quoted at Liverpool; and they must attribute the distress they complain of to causes influencing the markets of the whole world.

The tendency of Frenchmen, since wages have improved. and railway carriage has brought commodities to every man's door, has been to eat less bread and more meat than in past times. Perfected machinery brings more flour out of wheat. These are real factors in French agricultural depression. Meanwhile there is no sign in statistics that yields of wheat have been excessive of late.

The area under wheat in 1893, 6,900,000 hectares, equal to 16,500,000 acres. was little short of that registered in 1889–90, which was 7,000,000 hectares or about 17,000,000 acres. The yield of wheat in 1893 was 75,000,000 metric quintals, or about 7,448,000 tons, as against 84,500,000 metric quintals, 8,281,000 tons, in 1892.

If there be, as affirmed, an overstock of wheat, it must be reduced shortly, for the import decreases in increasing proportions.

In 1891 France took of foreign wheat 19,600,000 metric quintals; in 1892, 18,000,000 metric quintals. It has taken in 1893 but 10,000,000 metric quintals.

All other cereals harvested here in 1893 show a decrease of yield as compared with 1892. Rye from 17,000,000 metric quintals to 16,000,000 metric quintals; barley from 16,000,000 hectolitres to 13,000,000 hectolitres; oats from 84,000,000 hectolitres to 64,000,000 hectolitres.

Drought and its effects.

The depression caused by low prices of wheat was seriously aggravated by a drought. It has been calculated that the effects of the drought were to reduce the crop of meadow hay in France by 150,000,000 quintals, or about 15,000,000 tons, and the weight of the crop of straw in proportion.

In several departments of France, the Côte d'Or, Haute Saone, Doubs, Jura, and Nièvre, farmers were forced to kill or sell their cattle because they had no means of keeping them from starving. Butchers in several villages of the Department of the Loire were selling beef at 6*d.* per lb. 300 miners in the

suburbs of St. Etienne formed themselves into a co-operative society for the slaughter of oxen, and got their beef for 3*d.* per lb. The owner of an ox drove him in the streets and cried his meat at 3*d.* per lb. It was in the Pas de Calais that most cattle were observed to die of starvation. In the Orne cows bought for 16*l.* were sold for 2*l.* 15*s.* In Brittany no money could be had for stock of any kind. In the Vosges horses changed hands at 5 fr. and 10 fr. (4*s.* and 8*s.*).

Meat.

There was an overstock of butchers' meat, and yet people complained that butchers took no account of the low price of stock, but sold their wares at the old rates. In Paris newspapers eagerly ventilated the question. Comparisons were made between the value of the stock at dead net weight in the slaughter houses of La Villette, and the charges made by butchers to their customers. In June quotations at La Villette were found to be 5*d.* to 9¾*d.* per lb. for beef, and 5¾*d.* to 10*d.* per lb. for sheep. The retail prices on the same day were 8¾*d.* to 1*s.* 3*d.* per lb. for beef, and 11½*d.* to 1*s.* 7*d.* per lb. for mutton. The difference was not much under 100 per cent. But the agitation had small results in the capital, because butchers affirmed that prime meat was still very dear, and poor meat unsaleable. In the departments butchers lowered their price at several points. Where they procrastinated the municipalities interfered; and under the provisions of a Decree of July 20, 1791, set up lists of official prices; and this was successfully accomplished at Dijon, Reims, Rouen, Lille, Valenciennes, Avignon, Poitiers, Dôle, Besançon. and Clermont-Ferrand.

Agitation on corn laws.

Meantime Parliament took up the question; an agitation was got up for the repeal of the duties on maize and barley. But the Cabinet and the majority at their back protested that wheat was low enough in price, and ought not to be subjected to the competition of maize. Besides, maize would never compete with home-grown grain and potatoes in distilleries and manufactures of feculae. The duty on maize remained unaltered; but the duty on forage of 50 c. per 100 kilos. was taken off and suspended till January; and an extraordinary credit of 5,000,000 fr. (200,000*l.*) was voted for the relief of the sufferers from drought. Other measures of a similar kind followed. The 14 per cent. reduction of duty conceded to importers of molasses for distilling was extended to importers of molasses for cattle feeding for 2 months. Forests belonging to the State and communes were opened for the benefit of owners of starving cattle; and railway companies were induced to consent to lower the carriage rates for hay, straw, bran, refuse-corn, oil-cake, brewers' grains, beans, and turf and heath litter.

Hay and straw.

There was a class of people who made money out of this calamity. These were the people who had straw or hay to sell. The stock was small, but the profits on it were great, and the average price of hay and straw in 1893 exceeded the average

price of the same commodities in 1892 by more than 45 per cent. Hay worth 106 fr. to 112 fr. per 1,000 kilos. early in 1892 was quoted at 160 fr. in spring of 1893, and as much as 200 fr. in July. Weight for weight hay was almost as dear as wheat. Of course this state of things gave a fillip to imports. The French market, which only took 21,000 tons of forage from abroad in 1892 was supplied in 1893 with over 159,000 tons, and the army, for which a special additional credit was required, was able to complete its supplies.

Wine.

Quite another fortune attended the wine growers. Wine is one of the great staples of French production. The manufacturers of it have been suffering for years from various calamities; and the annual yields have been falling gradually from 70,000,000 hectolitres to 24,000,000 hectolitres. In 1892 the wine harvest had gone up to 29,000,000 hectolitres (638,000,000 gallons). Suddenly a favourable season, such as had not been seen for years, supervened. The area under vine had only increased from 1,782,588 hectares to 1,793,299 hectares in 1893 (233.245 acres); but the sun shone so persistently that the grapes ripened early, and the vintage took place in August, a phenomenon which only occurred twice in this century. The yield rose to 50,069,000 hectolitres, to which we may add 4,000,000 hectolitres from Algeria, and the result was a harvest of 1,189,000,000 gallons—nearly double that for the previous year.

Rich wine harvest.

What the growers now realised was that they were so rich that they did not know what to do with their wealth. They were not alone in the world, the vineyards of Italy and Spain, and of Germany and Switzerland, had been as much favoured as their own. The annual consumption of wine in France being 770,000,000 gallons, they had 374,000,000 gallons to dispose of abroad, and the cry soon went up that foreign wine was coming in, and artificial wine was being made, and that both these evils should be abated—the first by more protection, the second by prohibition. Meanwhile prices went down, and the joy of all growers in some places at having large crops was turned into grieving, because they could get no customers. It is to be feared that a remedy for all this can only be found in patience. Wine of common sorts can now be had on the spot from 11 fr. to 15 fr. per hectolitre, which is equivalent to 5*d.* or 6*d.* per gallon. But it may become dearer.

Wine duties.

The French Government put a duty on foreign wine in 1892, when it was not required, and they roused the protectionists of other countries to reprisals. Now that French growers want to export, they find their old markets closed. The Macon Chamber of Commerce complains that the Swiss wine trade worth 20,000,000 fr. (800,000*l.*) a year is lost. Others observe that mixing wines for Germany and Austria are obtained from Italy and Spain. In Switzerland, in Germany, and in Italy, wine is cheap and abundant, and there is no demand for a French supply.

The very remedies which are being tried to relieve the holders of stock that cannot at present be sold appear to make matters worse rather than better. Hitherto the carriage of wine from the south to Paris was divided between the railways and the shipping companies of Marseilles and Cette. Spanish and Italian wines were taken to the French ports of the Mediterranean, and there either put on board of steamers plying to Hâvre and Rouen, or on the lines running straight to Paris, and thence to the north. The carriage rates by sea were cheap; those by rail were equally dear for foreign or for home wine. The Chamber of Commerce of Bourges reports to the Government that railway rates for wine are frequently between 40 per cent. and 50 per cent. of the price of the wine itself. A fair wine of 100 fr. to 150 fr. a barrel sent to Bourges from the south costs 45 fr. carriage, and to Paris 55 fr. It is therefore desirable that the railway rates should be reduced. The railway companies, pressed by the Government, have declared themselves ready to establish through rates from the extremes of their net of lines to Paris for 28 fr. per ton. Bordeaux approves, but Marseilles and Cette object, saying that their shipping lines will be ruined; that under present arrangements they can take rough and coloured wines from Roussillon and the Cerdagne, that is, from Perpignan and Narbonne, send them to Béziers, Montpellier, and Nimes, there to be mixed with light southern wines, and thence to Paris and the north. But if the new cheap tariff of 28 fr. is enforced, their mixing business and the sale of southern wines in the north will be stopped. Perpignan and Narbonne complain that the wines of the Pyrenees frontier will be handicapped, and they ask for more protection as against Spain, and prohibition as against the makers of sugar wine. They go so far as to affirm that the customs duty on Spanish wine is neutralised by the state of the exchange, and there are people who actually believe this to be the case, when it is clear that a loss of 21 per cent. on Spanish exchange will only represent 21 per cent. off the customs duty, and the duty being 11 fr. 68 c. to 16 fr. 68 c., 21 per cent. off this would only be 3 fr. 15 c.

The central wine districts of France again are distressed to think that the new carriage rates should not be proportional, and they ask for a lowering of the intermediate railway charges. Meanwhile the Director-General of Indirect Taxes informs the public, that the total value of the wine crop of 1893 is 1,107,009,083 fr. (44,000,000*l.*) for ordinary wines, and 149,518,446 fr. (5,975,573*l.*) for wines of high quality, the total of 50,000,000*l.* representing an average price per hectolitre of 25 fr. 10 c. (1*l.*), lower by 6 fr. 30 c. (5*s.*) than the average price of 1892. By wines of high quality, as above described are meant all wines of which the price on the spot exceeds 50 fr. (2*l.*).

Value of wine crop.

It is not consoling to the vendors of wine to know that the harvest of cider has been 32,000,000 hectolitres or 704,000,000

Cider.

gallons in 1893, as against 15,000,000 hectolitres or 330,000,000 gallons in 1892.

But on the other hand the production of raisin wine has fallen to 834,236 hectolitres, or 18,353,192 gallons, and that of sugared wines has gone down from 1,853,146 hectolitres, or 3,706,292 gallons in 1892, to 1,210,017 hectolitres, or 26,620,374 gallons, in 1893. Artificial wine.

As to imports of wine French growers have little cause to complain, since for many years past there has never been so small a supply. The quantity taken from Spain fell off from 5,300,000 hectolitres in 1892 to 3,400,000 hectolitres in 1893. The imports from Italy are small, and France has spent but 7,869,908*l.* for foreign wine in 1893, instead of 12,225,000*l.* in 1892. Imports and exports of wine.

But a great fall in exports explains the heavy complaints of growers. In 1892 the Gironde exported 769,000 hectolitres. This year it only exported 687,000 hectolitres. Of other vintages the exports in 1893 and 1892 respectively were 751,000 hectolitres and 565,000 hectolitres. The money decrease of all wine exported is 1,000,000*l.* for 1893.

In the time of prosperity when France produced much more wine than it could consume or export, French brandy was renowned for its excellence and taste. Under the influence of the various plagues from which vines had to suffer the harvest diminished, and little or nothing was left for the use of distillers but potatoes and grain. We may expect to see the distilling of brandy from wine increase if the coming year's produce has an equal yield to that of 1893.

For the present we have to note that such spirits as are made in France are chiefly derived from farinæ of various kinds or from beetroot and molasses. The season 1892–3, which closed on the 30th of last September, yielded but 2,877,787 hectolitres, equal 63,311,314 gallons, as against 2,941,767 hectolitres, or 64,718,874 gallons, in 1892. About 56,000 hectolitres (1,232,000 gallons) of this quantity were distilled from wine and cider. The import chiefly of rum from the French colonies is given for 1893 at 160,283 hectolitres (3,526,226 gallons) as against 136,722 hectolitres (3,007,884 gallons) in 1892. Spirits.

The sugar crop of 1893 shows a decrease of nearly 200,000,000 kilos. as compared with that of 1892. The number of factories remained unchanged at 368. But the beet harvest fell off from 5,600,000 kilos. to 5,400,000 kilos., and the amount of sugar produced from 588,740,378 kilos. in 1892 to 528,501,485 kilos. in 1893. The consequent decrease of revenue is 9,994,000 fr. or about 400,000*l.* Excess yields are calculated at 19·47 per cent., which is the amount to be deducted from the duty on sugar imported from the French colonies. Sugar.

Navigation.

Navigation.

French navigation has not had much better fortune than French trade in 1893. The number and tonnage of French ships entering and clearing at French ports has decreased. The number and tonnage of French ships has diminished, whilst that of foreign ships has increased; and all this in spite of a new law changing the bounties payable to French shipping and a stringent application of the rule excluding foreign vessels from the trade between Algeria and French ports.

The number of vessels of all nationalities which entered and cleared at French ports in 1892 was 25,732, gauging 13,161,061 tons. The decrease in 1893 is to 25,419 ships, of 13,187,394 tons. In tonnage there has thus been no material alteration. But this is due to an increased participation of foreign ships in French navigation and a rise in their number from 17,568 to 17,830. French ships and tonnage fell off from 8,164 and 4,323,588 in 1892 to 7,589 and 3,961,910.

Bounties on navigation.

Under the old Mercantile Marine Act bounties were given to French-built ships and half bounties to foreign-built ships transferred to French owners. The bounties were only payable to vessels engaged in the long sea trade, which was defined to be a navigation to the south beyond the 30th degree of latitude north; to the north beyond the 72nd degree of latitude north; to the west beyond the 15th degree of longitude, meridian of Paris; to the east beyond the 44th degree of longitude.

Coasting was defined as navigation within the above limits and between French ports only.

Bounties on long sea voyages were given at the rate of 1 fr. 50 c. (1*s.* $2\frac{3}{8}d.$) per ton per 1,000 miles for the first year of the ship's service, and an annually decreasing scale of payments for the following years, the decrease being $7\frac{1}{2}$ c. ($\frac{3}{4}d.$) per ton for wooden ships, and 5 c. ($\frac{1}{2}d.$) per ton for iron ships. Half bounties only were given to foreign-built ships registered as French. A second form of bounty was that conceded for the building of ships at the rate of 60 fr. (2*l.* 8*s.*) per gross ton for iron and steel ships, and 20 fr. (16*s.*) per gross ton for wooden ships above 200 tons burthen.

The new law which altered the incidence of the bounties was put in force on January 30, 1895, and enacted that the bounty on building should be raised for steam or sailing ships of iron and steel to 65 fr. (2*l.* 12*s.*) per gross ton, and for wooden ships of over 150 tons burthen to 40 fr. (1*l.* 12*s.*) per gross ton. The navigation bounty was reduced from 1 fr. 50 c. (1*s.* $2\frac{3}{8}d.$) to 1 fr. 10 c. ($10\frac{1}{2}d.$) for steamers, with an annual decrease of 6 c. ($\frac{6}{10}d.$) per ton for wooden ships, and 4 c. ($\frac{4}{10}d.$) for iron and steel ships. For sailing vessels the bounty was raised to 1 fr. 70 c. (1*s.* $4\frac{3}{8}d.$), with an annual decrease of 8 c. ($\frac{8}{10}d.$) for wooden ships, and 6 c. ($\frac{6}{10}d.$) for iron and steel ships. But a new feature was introduced which was quite an innovation. It was enacted that there should be two sorts of coasting

in future, one including vessels trading from port to port locally, another comprising all voyages inside the limits of the "long cours" were to be called international coasting, that is, voyages between French and Algerian and foreign ports, and voyages between foreign ports provided the distance run in each case exceeded 120 miles. To international coasters a bounty of three-fourths the amount of the ordinary premium was granted.

On October 24 the law affecting navigation between French and Algerian ports also came into force. It might have been expected that these arrangements would give a new impulse to French navigation. The cost to the State of all the bounties combined is 10,500,000 fr. (420,000*l.*) a year, and there is no doubt that that amount went out of the Treasury for that special purpose; but one is surprised to find that the French people consent to give so much money without any return, since the efforts of the country have not succeeded in arresting the decline of navigation.

In order to favour ship-building the new Mercantile Marine Law expressly enacted that the half bounty hitherto given to foreign-built ships should be repealed.

Negative effects of the bounty.

The result has not been, as I have already shown, to put a stop to the purchase of foreign vessels, and I have a list before me of more than 12 steamers bought or launched in England on account of French shipowners of Havre, Bordeaux, and Marseilles in 1893.

Inland navigation.

French inland navigation is not much more prosperous than ocean navigation. The returns for the last three quarters of 1893, which have just been published, show a falling-off of 500,000 tons in the tonnage of boats plying on canals and rivers, and this would seem to indicate that since railway carriage rates were reduced water-carriage has decreased.

Mr. Felix Faure, chairman of a committee of the Chamber of Deputies, appointed to report upon inland navigation, has drawn up an exhaustive statement on the subject. Comparing the returns for 1881 with those of 1891, he states that in the first of these years the amount of goods carried on canals and rivers was 18·8 per cent. of the total transport by rail* and water, whereas in 1891 the proportion was 22 per cent. During the same period of 10 years the weight of merchandise taken by rail increased from 16 per cent. to 17 per cent., whilst that of goods by water increased 27 per cent. The total carried in 1881 being 104,800,000 tons, the share of inland navigation was 19,740,000 tons. In 1891 the total carried was 124,800,000 tons, and the share of rivers and canals 25,200,000 tons.

This increase is due to legislation. A law of 1879 enacted that all locks should be rebuilt to a common size, so as to admit of the passage of boats of 300 tons, 125 feet long, 16½ feet broad, and 5 feet 10 inches in depth. Improvements were also made in the course of the Seine, the Saone, and the Rhone, so

* Express traffic not included.

that the navigable inland waters of France, which were 11,968 kiloms. (7,450 miles) in length in 1881, increased to 12,327 kiloms. (7,654 miles) in 1891.

It would have been impossible to take a boat of 120 feet through more than 906 miles of canals in the earlier of the two periods.

In 1891 there were 4,014 kiloms. (2,492 miles) so open; and this improvement was attained by the enlargement of the locks and consequent opening-up of long distances for the carriage of heavy goods.

It is now possible to haul a boat of 300 tons direct from Havre to the frontiers of Alsace and from Dunkirk to Lyons. But there is much still to be done to complete the network. Between the Marne and the Saone, the Saone and Besançon, the Rhone and Marseilles, large gaps still exist.

Mr. Faure's report contains interesting details as to the shipping on canals and rivers. A census in 1887 and 1891 shows that the number of boats has increased about 1 per cent., whilst the burden of tonnage increased 10 per cent., and the crews 6 per cent. The number of vessels was 15,925 in 1891, their tonnage 2,996,583 tons. The cabins sheltered 40,468 persons, of which one-half were men, the rest women and children. During the day of the last census (May 16, 1891) there were 7,540 of the boats in motion, and 8,385 at rest, either emptying or loading. In addition to these 691 steamers, fitted to carry 43,583 tons, ply on the rivers, and many of them do a good business between Havre, Paris, and Lyons, whilst some constructed for sea voyages run with goods between London and Paris, or Paris and French Atlantic ports.

Drawbacks to the expansion of canal navigation are defective arrangements as to traction and want of organisation as regards freight. Vessels are in some instances owned by companies, and these no doubt do a fair amount of continuous business. But fully one-half (exactly 8,460) of the boats are navigated by their owners, who live on board with their families, to the number of about 7,706. The usual career of these owners is this: They start as bargemen at monthly wages, and, being thrifty, generally save enough after years to buy a boat of 300 tons, worth about 480*l.* to 600*l.*, which they navigate themselves.

The price of freight has varied since 1880 from $1\frac{1}{2}$ c. to $3\frac{1}{2}$ c. per ton and kilometre, and is at present little above 1 c. ($\frac{1}{10}d.$).

Most of the hauling is done by horse traction on canals, on rivers by steam tugs. In the east of France the horses belong to the boatowner.

Elsewhere hauling is done by cattle hired from the farmers along the canals, and the charge rises and falls according as the demands of agricultural labour at harvest or sowing time are more or less pressing. The cost is given at 3 to 6 thousandths of a franc per ton and kilometre.

In 1880 all inland navigation dues in France were abolished,

and this, no doubt, was one of the causes which gave an impulse to the carriage of heavy goods by water; but the necessity for some sort of tolls leviable locally for the repair and use of canals has lately been felt, and an agitation has been set on foot for their enactment. I said that inland navigation had fallen off 500,000 tons in the first three-quarters of 1893, as compared with the same period of 1892. The returns issued by the Ministry of Public Works show that the tonnage on canals fell—

Year.	Quantity.
	Tons.
In 1892	16,614,860
1893	12,235,108

Whilst the tonnage on rivers fell—

Year.	Quantity.
	Tons.
In 1892	8,692,354
1893	8,536,692

The decrease is, therefore, exactly 535,414 tons, and represents a fall of 3 per cent. on canal and 2 per cent. on river traffic.

Railway traffic.

On railways, though the annual statistics are not yet forthcoming to distinguish goods from passenger traffic, a different state of things is apparent according to the latest returns. The gross receipts of the seven great lines of French railways for the year ending December 31, 1893, were 1,159,546,347 fr. (46,381,852*l.*), as against 1,137,776,565 fr. (45,511,060*l.*) in 1892, showing an increase of 870,792*l.* The statistics of the first half-year, 1893, as compared with the same period of 1892, give results in more detail:—

Description.	Amount.	
	1892.	1893.
	Francs.	Francs.
Passengers	197,019,000	204,579,000
Goods	436,172,000	438,285,000

This shows an increased revenue for two quarters of 302,400*l.* on passengers, and 84,520*l.* on goods. It was to have been expected that the increase of passenger receipts would be much larger, as passenger fares were reduced in 1892—

Description.	Per Cent.
On first class	10
second class	20
third class	30

The advance in goods traffic should also have been much larger, as goods rates were also reduced by 27 to 33 per cent. for slow trains, and as much as 50 per cent. for express trains. On heavy slow carriage the receipts fell, for the half-year, from 383,504,000 fr. in 1892 to 379,682,000 fr. in 1893. On express carriage there was an increase—

Year.	Amount.
	Francs.
In 1892	52,668,000
1893	58,603,000

That depression has been severely felt in France during 1893 is further amply shown by the returns of the revenue, which are not only below the estimates but actually below the figures of 1892.

Decline of revenue.

The total decline of receipts from all sources is about 29,000,000 fr. (1,160,000*l.*); but the revenue is below the estimates by 30,358,400 fr. (1,214,336*l.*). Indirect taxes yielded 2,691,818,800 fr. (107,672,752*l.*) in 1893, as against 2,720,536,400 fr. (108,821,456*l.*) in 1892. There are three items of increase—

Description.	Amount.
	£
On stamps	340,000
drinks	284,880
monopolies	108,608

The heavy decreases are—

Description.	Amount.
	£
On registration	1,171,460
customs	865,440
spirits	560,000
sugar	427,760

Depression is also shown by the reduction of business at the Bank of France. The transactions of the Paris Clearing-house, which were given at 6,000,000,000 fr. in 1889–90, are stated to have fallen in 1892–93 to 4,715,000,000 fr. Financial condition.

The returns of the ordinary savings banks show a remarkable contraction of savings and a large withdrawal of money already saved. The deposits of 1893 were 785,924,992 fr., as against 879,862,096 fr. in 1892. There were withdrawals to the amount of 947,617,632 fr., which is more by 20 per cent. than was withdrawn the previous year; but the capital due to depositors still remains at the figure of 3,143,370,266 fr. (125,734,808*l.*).

The octroi of Paris, which was estimated to yield 149,577,936 fr., gave 150,577,936 fr., which is 1,380,105 fr. less than the revenue of last year.

One of the facts of the year is the change which has taken place in French investments in foreign securities. They bought Russian securities and sold Italian ones. It is difficult to say what the profit and loss on these transactions may have been, equally difficult to ascertain whether there was or was not a speculative basis to the change. It is a fact that Italians fell from 90 fr. 30 c. on February 1, 1893, to 78 fr. 75 c. on December 31, whilst Russians rose from 95 fr. 90 c. to 99 fr. 15 c. On the face of things French investors must have incurred a serious loss.

A law which passed the Chamber last year was put in force on April 29, imposing a duty of 10 fr. on bicycles. The tax has been paid on 132,276 of these vehicles, of which 20,000 are owned in the Department of the Seine. It yielded in 1893 but 800,000 fr. Duty on bicycles.

Another tax, from which much revenue was expected, was that imposed by a finance resolution of May 20, and put in force on June 1, under which all operations carried on by stockbrokers or outsiders are subjected to a payment of 5 c., or ½*d.*, per 1,000 fr. negotiated. The yield of this tax is reported to have been 4,000,000 fr. for the half-year ended December 31—that is, 160,000*l.*, or 26,500*l.* a month. There is a general impression that this is a very paltry result obtained at much cost and trouble. Duty on Stock Exchange transfers.

We have had the usual number of strikes in France during the year that has just expired. Strikes and arbitration.

One of unusual magnitude occurred in autumn (September, October) in the mining district of the department of the Nord and Pas de Calais. No complaints were made as to the rates of wages. But the miners thought that their example would be followed elsewhere, that the strike would become general, and that they would then be able to dictate terms to the public as well as to their employers. The result was not such as they had expected. They remained out 7 weeks, and in the first

month 40,000 men on strike inflicted on the mining companies a loss of profits of 100,000*l.*, and on themselves a loss of wages of 140,000*l.*

No strikes occurred in the collieries of central France nor in Germany. No loss accrued to the works of manufacturers dependent on coal, as at Lille, where it was thought 122,000 hands would stop work for want of fuel. The only profit was to the Belgian coalowners, who exported more than usual. Not a single one of the alleged grievances was redressed; not an advance of wages was made; but the effect on mining shares was depressing:—

QUOTATIONS, 1893.

	January 1.	October 31.
Nord—		
Aniche	12,480	10,850
Anzin	4,600	4,535
D'Ouchy	3,700	2,820
Escarpelle	2,395	1,990
Pas-de-Calais—		
Bruay	13,875	13,000
Bully Grenay	3,050	3,006
Courrier	4,020	4,055
Liévin	10,170	9,900

The mining population which incurred losses of their own selection have not met with reprisals from the masters. It is reported that all but 1 per cent. of the hands have been reinstated; 540 men out of 43,144 lost their employment; chiefly those who, as delegates or members of municipalities, took a specially active part in the strike. The rest will have much to do to pay their debts and make up to the shopkeepers for the support which they got during the period in which they earned nothing.

The leading cause of several other strikes was a recent enactment (November 2, 1892) reducing hours of work for women to 11 hours.

Many masters, employers of women, had been in the habit of keeping them 12 hours at work. After the enforcement of the Act, on January 1, they reduced the wages in proportion to the reduction of time. The result was that 45 strikes took place during the year, involving stoppages of work in 154 factories by 13,153 hands.

The great majority of these strikes took place in spinning and weaving mills; 18 ended to the satisfaction of the operatives, 14 to that of the masters, 13 were settled amicably.

A new law of arbitration having been enacted on December 27, 1892, the number of strikes referred to it during the year

rose to 104. In 53 cases arbitration was claimed by the workmen, in 6 cases by the masters, in 2 cases by both sides in common.

In 43 cases arbitration was entered upon at the call of the juge de paix. The masters in 41 cases refused to meet the workmen: 15 times when called upon by the juge de paix, 26 times when invited by the men.

Nine times the men refused to constitute a committee of conciliation. Twice both sides refused the intervention of the juge de paix.

In 53 cases committees of conciliation were constituted in accordance with the Act, and in 23 of them no agreement was come to. Proposals of arbitration resulting from the action of the committees were refused nine times by masters and three times by working men.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 2 | 94—H & S 1685)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1115.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

FINAL REPORT FOR THE YEAR 1891

ON THE

TRADE OF STETTIN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1014.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1892.

Price Twopence Halfpenny.

[C. 6819-49]
[C.6855-2]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
997.	Nantes	1½d.	1056.	Corunna	2½d.
998.	Algiers	1d.	1057.	Saigon	1d.
999.	Havre	2½d.	1058.	Port-au-Prince	1d.
1000.	Buenos Ayres	6d.	1059.	Trebizond	1d.
1001.	Baltimore	1½d.	1060.	Barcelona	1½d.
1002.	Taganrog	1d.	1061.	Tainan	1d.
1003.	Riga	2d.	1062.	Smyrna	1½d.
1004.	Bordeaux	2½d.	1063.	Old Calabar	½d.
1005.	The Hague	1½d.	1064.	Samoa	½d.
1006.	Paraguay	1½d.	1065.	Tahiti	1d.
1007.	Constantinople	1½d.	1066.	Chefoo	6d.
1008.	Rome	1d.	1067.	Gothenburg	2d.
1009.	Mozambique	1d.	1068.	Buenos Ayres	1½d.
1010.	Wênchow	1d.	1069.	Loanda	1½d.
1011.	Mogador	2½d.	1070.	Guatemala	1d.
1012.	Amoy	1d.	1071.	Zanzibar	1d.
1013.	Kiukiang	1d.	1072.	Charleston	2½d.
1014.	Stettin	1½d.	1073.	Nice	1d.
1015.	Boston	1d.	1074.	Caracas	1d.
1016.	Callao	1d.	1075.	Lisbon	2d.
1017.	Aleppo	1d.	1076.	Calais	2d.
1018.	Santos	2½d.	1077.	Rio Grande do Sul	5½d.
1019.	Piræus	1d.	1078.	Philadelphia	2½d.
1020.	Mogador	1d.	1079.	Brindisi	2d.
1021.	Adrianople	½d.	1080.	New York	2d.
1022.	Tripoli	1d.	1081.	San Francisco	1½d.
1023.	Jerusalem	1d.	1082.	Frankfort	4d.
1024.	Odessa	6d.	1083.	Hiogo	1½d.
1025.	Genoa	1½d.	1084.	Tokio	1½d.
1026.	Kiungchow	1d.	1085.	Amsterdam	1d.
1027.	Batoum	4½d.	1086.	San Francisco	3d.
1028.	Buenos Ayres	1d.	1087.	Bangkok	½d.
1029.	Batavia	1d.	1088.	Söul	1½d.
1030.	Santo Domingo	½d.	1089.	Chiengmai	1d.
1031.	San José	1d.	1090.	Copenhagen	½d.
1032.	Manila	1½d.	1091.	New Caledonia	½d.
1033.	Marseilles	1d.	1092.	Bushire	2d.
1034.	Swatow	1d.	1093.	Tamsui	1d.
1035.	Paris	1d.	1094.	Dunkirk	1d.
1036.	Ichang	5d.	1095.	Port Said	1d.
1037.	Pakhoi	1d.	1096.	Guatemala	½d.
1038.	Foochow	1d.	1097.	Chungking	9d.
1039.	Brest	1d.	1098.	Nagasaki	1d.
1040.	Madeira	½d.	1099.	Constantinople	2d.
1041.	Antwerp	1½d.	1100.	Buenos Ayres	½d.
1042.	Taganrog	2½d.	1101.	Shanghai	2d.
1043.	Algiers	2½d.	1102.	Jeddah	½d.
1044.	Hankow	1½d.	1103.	Chicago	3d.
1045.	Nantes	1½d.	1104.	Erzeroum	½d.
1046.	Belgrade	2d.	1105.	Loanda	3d.
1047.	Fiume	1d.	1106.	Macao	½d.
1048.	Wuhu	1d.	1107.	Canton	1d.
1049.	Cagliari	1d.	1108.	Paramaribo	1½d.
1050.	Erzeroum	1d.	1109.	Tunis	1½d.
1051.	Syra	1d.	1110.	Sofia	3d.
1052.	Cherbourg	1d.	1111.	Brunei	1½d.
1053.	Lima	1d.	1112.	Athens	2½d.
1054.	Bilbao	1½d.	1113.	Alexandria	2d.
1055.	Cadiz	2d.	1114.	Vienna	1d.

No. 1115

Reference to previous Report, Annual Series No. 1014.

GERMANY.

STETTIN.

Consul Powell to the Marquis of Salisbury.

My Lord, *Stettin, July* 22, 1892.

I HAVE the honour herewith to transmit my Annual Report for the year 1891.

I have, &c.
(Signed) WILFRED POWELL.

Report on the Trade of Stettin for the Year 1891.

ABSTRACT of Contents.

	PAGE
Kösel-Stettin Canal	2
Berlin-Stettin „	3
Stettin-Danube „	3
New Stettin harbour	3
Import	3
Export	3
Shipping	4
Grain	5
Wheat	5
Rye	6
Barley	6
Oats	7
Maize	7
Potatoes	7
Flour and bran	7
Spirits	7
Seeds	8
Red, white, and yellow clover	8
Timothy grass seed	8
Beetroot sugar	8
Oil seed	9
Oil refuse	9
Oil cake	9
Rape seed-oil	9
Grease	10
Olein	10

Abstract of Contents—continued.

	Page
Lard	10
Linseed oil	11
Train oil	11
Petroleum	11
Herrings	12
Old Scotch herrings	13
New matties	13
New Scotch east coast herrings	13
Norwegian herrings	15
Old fat herrings	15
New fat herrings	15
Large Sloe herrings	17
Old Swedish herrings	17
New Swedish herrings	17
Scotch herring trade	17
Coffee	18
Rice	20
Pepper	20
Spices	20
Southern fruit	20
Timber	20
Wine	23
Metals—	
Iron	23
Copper	23
Tin	23
Zinc	24
Lead	24
Coals and coke	25
Freights	26
Neue Dampfer Company	29
Hamburg-American packet boats—Actien Company	29
Vulcan shipbuilding and machinery works	30
Möller and Holberg shipbuilding and machinery works	31
Portland cement factory—"Stern"	32
Stettin Portland cement factory	32
Stettin-Bredow Portland cement factory	32
Stettin chamotte factory	32
Roof-felting factory	32
Flour mills	32
Stettin steam mills	32
Stettin walz mills	33
Flour and oil mill	34
Oil mill	34
Sugar refinery	34
Spirit distilling	35
Chemical factory—"Union"	35
Paper and pulp factories—"Hohenkrug" and "Alt Damm"	36
Stettin soap and candle factory	36
Breweries	36
Ready-made clothing factories	36
Chicory	36
Chemical works	36
Building	36
Population	36
Average rate of exchange and comparative values	37

Kösel-Stettin Canal.

The dispute between the Government and the town of Breslau on the question of the Kösel Canal has at last come to a termination, and there is every likelihood that the Stettin-Kösel Canal will be pushed forward without delay; when completed there can

be but little doubt that the export trade in coal from Stettin will be greatly augmented.

There is great desire on the part of a large portion of the Stettin commercial community to carry out the suggested improvement in canal connection between Berlin and Stettin. At the present time the Finow Canal only allows of crafts to the size of 175 tons to pass from Stettin to Berlin, whilst the Oder-Spree Canal is of too roundabout a nature to be of advantage for quick transit of goods. Berlin-Stettin Canal.

Of even more importance to the future of Stettin, as the principal northern seaport and lying nearest to Austria-Hungary, is the suggestion to connect the Danube with the Oder by a canal. This idea (and it is hardly more at present) would no doubt bring a great increase of transport business to Stettin. Stettin-Danube Canal.

The new harbour for Stettin, and the deepening of the River Oder to permit of larger vessels passing without discharging from Swinemünde to Stettin, have both taken a more positive form during last year, and dredging is now (1892) fairly at work on the river, whilst the scheme for connecting the Oder with the Danzig Canal and Parnitz River by means of a through canal will give 5,000 metres of fresh quay-room, having the railway on one side and the old harbour on the other. It is proposed to combine both harbours under the town administration. New Stettin harbour.

The deputies have granted the sum of 11,000,000 m. (550,000*l.*) under the stipulation that the Government shall carry out the deepening of the Stettin-Swinemünde fairway in the Oder to 7 metres, the cost of this work, as also for the straightening and lighting of the fairway, are estimated at 12,500,000 m. (625,000*l.*), and the yearly expenditure at 250,000 m. (12,500*l.*). The province of Pomerania also gives a contribution of 400,000 m. (20,000*l.*) for the enlargement of the harbour, and negotiations are in course with the Corporation of Merchants with a view to their undertaking to give a yearly guarantee, estimated upon the lowest revenue of the shipping dues, as part of the cover for the expenses per annum. Should these negotiations succeed, it is proposed that the new harbour shall be free, thus placing the shipping of this port on an equal footing with that of Hamburg. The necessity for this is shown by the fact that from 1887 to 1890 Hamburg, as a free port, has increased its imports by 1,550,000 tons, whereas Stettin, during the same period, has only increased by 300,000 tons.

The import to Stettin by sea during the year 1891 has not been so large as in the preceding year, being in 1891 1,408,813 tons, as against 1,424,970 tons in 1890. The total import, however, of Stettin and Swinemünde during 1891 shows an improvement, the total import of 1891 being 1,856,874 tons, against 1,771,650 tons in 1890. Of the total import for 1891 567,445 tons were of coal and coke, against 403,549 tons in 1890; 165,954 tons of timber in 1891, against 155,643 tons in 1890; and 192,292 tons of grain in 1891, against 195,749 tons in 1890. Import.

The export from Stettin decreased considerably during 1891, Export.

being only 567,607 tons, against 617,967 tons in 1890. The total export from Stettin and Swinemünde in 1891 amounted to 607,636 tons, against 655,610 tons in 1890. A notable decrease is observable in the potato fabricates, such as potato starch, farina glucose, and syrup, as well as in spirits. The export of beetroot sugar for 1891 amounted to 135,808 tons, against 139,075 tons in 1890.

Shipping.

RETURN of Shipping at the Port of Swinemünde during the Years 1891–90.

ENTERED.

	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steam	3,190	1,441,164	3,201	1,366,658
Sailing	1,232	139,622	1,455	157,075
Total	4,422	1,580,786	4,656	1,523,733

CLEARED.

	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steam	3,200	1,446,452	3,205	1,374,996
Sailing	1,198	134,253	1,451	166,098
Total	4,398	1,580,705	4,656	1,541,094

RETURN of Shipping at the Port of Stettin during the Years 1891–90.

ENTERED.

	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steam	2,649	1,091,649	2,804	1,150,122
Sailing	1,288	140,172	1,542	156,487
Total	3,937	1,231,821	4,346	1,306,609

Of the above 345 were British steamers, with a tonnage of 347,617 tons, and 80 were British sailing vessels, with a tonnage of 12,661 tons, giving a total of 425 vessels, with 360,278 tons, against 468 vessels, with 379,433 tons, in 1890.

Grain. The stock on hand of wheat at the beginning of 1891 amounted to 1,489 tons, against 11,586 tons in 1890, and of rye 344 tons, against 12,328 tons in 1890. The grain import, so far as it is known, amounted by river and railway in 1891 to 45,454 tons of wheat, 89,660 tons of rye, 29,195 tons of barley, 25,889 tons of oats, and 10,955 tons of peas, against 17,668 tons of wheat, 74,589 tons of rye, 17,179 tons of barley, 51,092 tons of oats, and 3,835 tons of peas in 1890. By sea in 1891 came 8,990 tons of maize, against 43,686 tons in 1890. An export of more than usual importance took place, mostly to Zollverein ports, amounting to 2,595 tons of wheat, 1,089 tons of rye, 1,484 tons of beans, and 3,395 tons of barley. With regard to barley, 8,260 tons were exported in 1890 to Russia and England, whereas in 1891 these countries only received the amount of 1,444 tons.

The following table gives the movement of prices on the Stettin market for the various months :—

Month.	Wheat.	Rye.
	M. pf.	M. pf.
January	189 08	170 60
February	192 34	174 70
March	202 31	182 13
April	223 55	188 03
May	238 58	205 28
June	234 34	209 06
July	232 48	214 43
August	..	235 10
September	226 05	234 27
October	226 37	237 34
November	232 79	241 27
December	231 22	240 44

Wheat. Wheat for April–May commenced in January with 191 m., rose in the same month to 200 m., and by the middle of March had attained to 207 m., and, in consequence of unfavourable reports of crops, continued to rise in April to 222 m., by the end of which month, April to May, 236 m. was reached, and June to July 234 m. The failure in the attempts to suspend the grain duties raised the price in May by 5 m., but the fine weather in the middle of June caused a great depression, and the end of June-July term went back to 222 m. A rising in July of 9 m. followed. The fluctuations of prices for September-October term were very marked—by the beginning of June 25 m., and at the end of June 21 m. lower than the June-July prices. Prices rose again in July to 212 m., and in August, after the report of the Russian export prohibition, up to 243 m., coming back by the end of September to 221 m., and closed at the end of October with

228 m. The November-December term was raised to 236 m. on account of the Russian prohibition of wheat, and closed at 232 m. Business for April-May, 1892, was not of any importance, on account of the duty regulations. Notices in October at about 225 m., which rose in November to 239 m., and came back by the end of December to 224 m. 50 pf.

Rye.

Rye stood by the beginning of the year, for January, at 178 m. 50 pf.; per April-May, at the same time, at 167 m.; wavered in January between 165 m. to 172 m.; rose towards the end of February to 178 m.; end of March to 184 m.; in latter half of April at 199 m.; and attained the highest point towards the end of May of 213 m., closing with 210 m. Summer terms generally remained a few marks less, but in the last days of May, when the suspension of duty seemed possible, the difference between May and May-June increased up to 11 m.; by the end of June stood, per June, 211 m.; per June-July, 203 m.; beginning of July was, per July, 206 m.; per July-August, 194 m.; by the end of the month notices were 221 m. and 210 m. 50 pf. Through the prohibition of the export the price rose very rapidly, and reached, on August 17, 258 m., but yielded the next day to 245 m., and moved between this price and 251 m. 50 pf. until the end of the month. The September-October term opened in March at 166 m., April-May standing 180 m.; by the middle of April noted 176 m., rose to 183 m., and yielded shortly after to 176 m. 50 pf., moving in May between 174 m., 186 m. 50 pf., and 182 m. 50 pf.; in June between 186 m., 192 m., and 184 m. 50 pf., rising again at the end of July to 202 m., and stood until August 12 at 216 m., also attaining the highest price on August 17 with 249 m., but came down the next day to 233 m., and by the end of the month it moved between 240 m. and 232 m., eventually falling to 228 m., but toward the end of October was again at 244 m. In November and December the highest limit of price during the current term was from 237 m. to 244 m., December closing at 242 m. Notices for April and May, 1892, opened in October with 221 m. 50 pf., rising, however, during the month until the end stood at 232 m., continued the upward movement during November to 239 m., and closed the year at 232 m. 50 pf. In consequence of the closing of the Russian frontiers to export, the imports to Stettin were mostly of American or French origin.

Barley.

Barley opened with prices of about 190 m. for fine brewing goods (Oderbruch and Märker), but this price was not maintained, and fell about 15 m. by the end of April. The new crop was very late, the first supply arriving towards the middle of September, showing very small quantities of superior goods. This raised the price considerably for best qualities, and as high as 206 m. was given for Oderbruch and Märker grain. New Hungarian barley was offered at about 195 m., but on account of its inferior qualities remained untouched by the breweries; also the French barley, which was offered at 185 m., found very few purchasers. Cattle feed and brewing barley were noted

for the beginning of the year 1891 at 154 m., but prices fell during spring about 15 m. During the summer, however, on account of feeding barley being scarce and the bad outlook of the crops, an improvement took place which, supported by Russian prohibition, continued to the close of the year, prices being: brewing barley, 170 m.; cattle feed, 155 m.

The business during 1891 was limited almost entirely to home consumption goods. Prices regulated themselves in accordance with the demand and the Berlin market. Later on in the year speculation raised the prices somewhat. At the commencement of the year prices stood at 132 m., but had risen by the close to 163 m. The import from Russia amounted to 19,072 tons, against 46,245 tons in 1890, the total import being, in 1891, 25,796 tons, against 50,217 tons in 1890. Oats.

In consequence of a most unfavourable year for potatoes and all sorts of fodder, maize received very great attention, and business was of a very lively character. The largest purchasers were the distilleries. The requirements during autumn were covered by the Hungarian and Roumanian offers; they were at first at about 160 m., but very soon rose to 172 m. In December lower offers from America arrived, and prices fell accordingly, and at the close of the year stood at 160 m. again. Maize.

The prices for potatoes at Stettin were— Potatoes.

Description.	January.	Februry.	March.	April.	May.	June.
	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.
Red	50 00	50 00	52 50	62 50	67 50	80 00
White	45 00	47 50	45 00	52 50	60 00	72 50
Distilling potatoes	37 50	37 50	40 00	...	...	...

Description.	July.	August.	September.	October.	November.	December.
	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.
Red	90 00	72 50	65 00	67 50	72 50	72 50
White	87 50	65 00	50 00	55 00	62 50	62 50
Distilling potatoes	...	...	...	42 50	42 50	42 50

The average price for 1891 is the highest reached for 13 years, causing a reduction in the sales of potato fabricates, and the export of potatoes in bulk was quite immaterial.

In 1891 26,182 tons of flour were exported from Stettin, against 30,866 tons in 1890. Imported were 39,416 tons of bran, against 21,039 tons in 1890. Of the total flour export 10,549 tons went to the Zollverein ports, against 10,620 tons in 1890. Prices followed the movements in grain, wavering between 13 m. 50 pf. and 17 m. 50 pf. per 50 kilos. for OO wheat flour, and 12 m. to 17 m. for rye flour OI. Rye bran fetched 5 m. 25 pf. to 7 m. 25 pf., and wheat bran 5 m. to 7 m. Flour and bran.

The export in spirits from Stettin amounted to 8,521 tons in 1891, against 14,764 tons in 1890. The export to Spain Spirits.

amounting to 4,410 tons in 1891, against 10,920 tons in 1890. The average prices for export spirit during the current term travelled from the commencement at 47 m. to 51 m. for May, for July 48 m. 60 pf., August 54 m. 40 pf., and fell for the end of the year to 50 m. 12 pf.; September-October prices opened in at 46 m. 5 pf. with simultaneous notices of 50 m., fell gradually for July to 43 m., and rose again for August up to 51 m. The April-May term for 1892 commenced in July at 2 m. below the September-October prices, but came up to the same price in August. The close of the year showed December 48 m. 8 pf., April-May, 1892, 50 m. 2 pf., and August-September, same year, 51 m. 5 pf.

Seeds. The spring business was very quiet, the late frosts having in many cases nipped the crops so that they were quite destroyed, and the fields had to be ploughed and resown.

Red clover. Red clover in spring was from 40 m. to 56 m. according to quality.

White clover. White clover, F and FF, 70 m. to 90 m. respectively, middle goods 54 m. to 60 m., inferior 30 m. to 45 m.

Yellow clover. Yellow clover, F, 26 m. to 28 m., middle 23 m. to 25 m., inferior 20 m. to 22 m.

Timothy. Timothy, in consequence of the large number of offers, fell 3 m., and prices stood at the end of the season at F and FF 23 m. to 25 m., middle 19 m. to 20 m., inferior 15 m. to 17 m.

In summer a slightly brisker sale began. American red clover at 30 m. to 40 m.; French clover at 38 m. to 46 m.; white clover being noted 40 m. to 70 m. from small stocks in hand. There were fewer orders for these goods than in former years, in fact autumn business was nearly at a standstill. The reports on red clover from America were favourable, while from France the crops were reported as very light. Italy and Austria report a medium harvest, but from Silesia the quality is good but deficient.

Grass seed. Grass seed was firm in price, rye grass being 3 m. to 4 m. better than last year; timothy remaining unchanged at 17 m. to 25 m.

Beetroot sugar. The export by sea from Stettin and Swinemünde in 1891 amounted to 124,083 tons, against 138,872 tons in 1890, and 65,329 tons in 1889. Prices for raw sugar at the beginning of the year was 16 m. 25 pf., basis 88 per cent., rose in February by 2 m. in consequence of large and sudden demands from America, remaining at that figure up to the end of April, falling 1 m. in May, remaining during the summer months unchanged, in September, however, a fall took place, which was again stopped by the large demands from America; by the end of the season the stocks in hand were 120,000 tons larger than they were in 1890 at the same period, this was, no doubt, owing to the large increase in the area of land under beetroot cultivation, estimated for the whole of Europe at 10 per cent. This large increase was taken into consideration for the prices in October, but it was soon seen that it could not be relied upon, as the manufactories

actually turned out less, and prices rose in consequence to 19 m. at the beginning of December, but fell again by 75 pf. at the end of the year.

Stettin business has been subjected to keener competition in 1891 than in former years, owing to the erection of new refineries and the extension of the existing ones. The following table gives the average prices for 1890–91 and 1889–90:—

	1890–91.	1889–90.	Difference.
	M. pf.	M. pf.	M. pf.
Raw sugar, basis 92°	17 55	16 45	1 10
„ „ 88°	16 65	15 50	1 15
Loaf, refined sugar I	28 15	27 70	0 45
Melio fine	27 10	26 60	0 50
Powdered sugar II	27 60	26 90	0 70

Oil-seed.

The large crops of rapeseed and colza in Europe gave the oil-mills the opportunity of extending their business into May, and to carry over a considerable stock into the new season. This surplus of the 1890 crop was of great advantage to the mills, for the new crop when it came on the market in June was, in consequence of wet weather, in such a moist condition for the greater part, that it could only be worked after drying in the kiln. The harvest of 1891 has been one of the worst, both in quantity and quality, for many years, the seed being noticeable for its great poverty in oil. The mill-owners—who very soon discovered the wretched quality of the seed—purchased only what was barely necessary, and business at slowly yielding prices was very dull, so that even the good quality, which amounted to so small a quantity that in ordinary years it might have been sold in two months, continued to be offered—without purchasers—the whole year. The mills, however, hoped for some compensation in the Indian harvest, which was abundant, but was also not of a good oil-giving quality, and caused much disappointment in the oil factories. Prices for Indian seed began at 225 m., rising later in Europe to 225 m. on account of the bad reports on local crops, but by the latter part of the year fell to the original price again, viz., 225 m.

Oil refuse and oil-cake.

The import of this article by sea amounted in 1891 to 16,766 tons, against 16,426 tons in 1890. The export by sea in 1891 was 6,155 tons, against 7,306 tons in 1890. The price of oilcake for the new season commenced with 5 m. 75 pf., rising in the autumn to 7 m. 30 pf., yielding, however, at the close of the year to 6 m. 50 pf.

Rape-seed oil.

The export of rape-seed oil in 1891 amounted to 7,911 tons against 6,252 tons in 1890; of the former quantity 3,977 tons went to England, against 2,504 tons in 1890.

Business, in rape-seed oil in 1891 was generally of a quiet character, with moderate fluctuations in prices. Notices commenced at 57 m. in the beginning of the year, but fell in February

to the lowest point reached, 56 m., but by March had risen to 62 m., and remained pretty well at that figure until the beginning of August, when it fell 1 m. to 2 m., by the end of the year the price was at 58 m. 50 pf., with the probability of further depression in consequence of the very limited demand for the stocks in hand.

The supply of seed from abroad enabled the mills to begin work early, so that the want of inland seed was not so much felt, the wet season having much retarded the crops, and practically rendered them useless. The tone of the French markets had driven prices very high, in spite of the failure of the seed, but these prices could not be long maintained, owing to the large supply from India, the latter, however, as already stated, was of very poor quality.

The following tables gives the estimated import, export, and stock on hand of rape-seed for the last four years in met. cwts. :—

	1891.	1890.	1889.	1888.
	Met. cwts.	Met. cwts.	Met. cwts.	Met. cwts.
Stocks on January 1 ..	5,000	2,000	1,500	4,500
Production of the Stettin mills.. ..	82,000	79,000	85,000	77,200
Supply from inland ..	5,200	6,000	2,000	8,000
Total	92,200	87,000	88,500	89,700
Exported to—				
Germany, Rhein, and Silesia	47,200	48,700	53,000	32,000
Foreign countries ..	28,000	24,000	23,000	36,500
Town and province ..	8,600	7,500	6,000	12,900
Sundries	1,900	1,800	4,500	6,800
Total	85,700	82,000	86,500	88,200
Stock on hand ..	6,500	5,000	2,000	1,500

Prices per 100 kilos. (inclusive duty) paid on January 1—

	M.	pf.
1891	58	50
1890	66	40
1889	60	50
1888	47	50

The 10 years' average was 55 m. 25 pf. per 100 kilos.

Grease. Import by sea in 1891 amounted to 24,880 tons, against 30,970 tons in 1890.

Olein. The import of olein in 1891 was 2,080 met. cwts., against 6,415 met. cwts. in 1890. Business was very quiet during the whole year. Russian goods were very little on the market, and the price of inland olein averaged for the year about 25 m.

Lard. The import for 1891 amounted to 114,880 met. cwts., for 1890 164,264 met. cwts., and for 1889 81,201 met. cwts.

Considerable variations took place in prices during the year, at the commencement Fairbank and Armour were up to 28 m. (transitu), for western steam 32 m. (transitu). In February a fall took place (on account of the lower offers from America) of 1 m. 50 pf., the following month showed an entire change, the daily increase of the notices from America, in consequence of the higher prices in maize, caused a more lively speculation, so that by the end of March Fairbank was at 31 m. (transitu), Armour at 30 m. 50 pf. (transitu), and western steam 35 m. Steady business kept prices at the same figures until the beginning of May, when unfavourable reports again caused a falling-off, and by June prices had lost, western steam 4 m., Fairbank and Armour 1 m. 50 pf. The supply of pigs in America at this time began to show considerable decrease, and July found prices attaining a firmer position as sellers were less anxious to sell, and a succession of improving prices followed, much helped by the lively demand of consumers, and by the middle of September reached the highest point, viz., Fairbank and Armour 32 m. (transitu), western steam 37 m. 50 pf. (transitu). A heavy fall, however, began in October and continued throughout that month, at the beginning of November Fairbank 31 m. (transitu), Armour 30 m. (transitu), and western steam 33 m. 50 pf. During the last two months of the year prices remained steadily at the last quoted figures.

Linseed oil.

The import to Stettin was, in 1891, 29,858 met. cwrs.; 1890, 24,614 met. cwts. By sea 26,246 met. cwts. came from England, and 3,303 met. cwts. from the Zollverein ports. The position of linseed oil on the English markets during the first six months was pretty firm; here also it was similar, until the end of June prices keeping between 26 m. 50 pf., to 27 m. (duty paid), fell in July to 25 m. (duty paid)—a reflection of the English market; by the end of October 24 m. were paid (duty paid); this price held to the end of November, and the year closed at 23 m. 50 pf. (duty paid), ready cash, without discount.

Train oil.

The import was, for 1891, 16,226 met. cwts., against 28,157 met. cwts. in 1890; of the former amount there came from Norway 7,400 met. cwts., from Denmark 6,876 met. cwts., and from England 1,380 met. cwts. There was not much change in prices for train-oil during the season of 1891. Opening at 19 m. (duty paid) for brown Berger liver-oil; 27 m. (duty paid) for light bright; and 26 m. (duty paid) for brown bright. Better notices from Norway caused an improvement in the middle of March, up to 22 m. 50 pf. brown Berger; 29 m. light bright; and 28 m. for brown bright (all duty paid). At these figures prices stood until October, when they began slowly to yield, continuing up to the close of the year, at 20 m. 50 pf. brown Berger; 27 m. 50 pf. light bright; and 27 m. for brown bright.

Petroleum.

The import to Stettin amounted to :—

	Barrels.
1891	223,784
1890	224,279
1889	276,914
1888	318,576

Export and home consumption amounted to :—

	Barrels.
1891	245,602
1890	224,532
1889	289,492
1888	291,557

Import amounted by sea in 1891 to 455,317 met. cwts., of which 445,735 met. cwts. came from America, and 9,582 met. cwts. from Bremen.

The stocks on hand at Stettin amounted to :—

	Barrels.
1891	35,012
1890	56,830
1889	41,543
1888	58,354

Prices were, in the first three months of the year 1891, from 11 m. 30 pf. to 11 m. 50 pf. (duty paid), and moved throughout the whole summer until October on the "niveau" of 10 m. 70 pf. to 10 m. 80 pf. (duty paid), and stood by the end of the year at 11 m. 25 pf. (duty paid).

Herrings. The import of herrings in 1891 amounted to :—

	1891.	1890.	1889.	1888.
	Barrels.	Barrels.	Barrels.	Barrels.
Scotch	324,360	371,560	338,745	292,105
Norwegian	117,513	132,816	164,600	130,571
Swedish	54,547	49,085	48,974	9,627
Dutch	12,560	6,471	9,447	11,610
French	..	..	2,210	1,137
Bornholm	260	84	1,622	1,766
Total	509,240	560,016	565,598	446,816

The export of herrings in 1891 amounted to :—

	1891.	1890.	1889.	1888.
	Barrels.	Barrels.	Barrels.	Barrels.
Scotch	305,433	396,260	332,809	311,137
Norwegian	117,714	135,846	157,296	143,504
Swedish	52,210	47,316	47,115	6,166
Dutch	12,733	5,653	10,089	10,279
French	..	..	2,210	1,137
Bornholm	221	1,610	643	1,235
Total	488,311	586,685	550,162	473,458

The export of 1891 shows a decrease from 1890 of 98,374 barrels. This is to a large extent no doubt accounted for by the bad potato season. No German would think of eating herrings without their accompanying potatoes, and as these latter were very scarce and correspondingly dear, it must have had a considerable effect on the market. These, together with the high prices of herrings and the abundant fruit harvest, are the causes to which the falling-off may be attributed. Scotch herrings are the greatest sufferers, for returns show that they were 90,827 barrels behind the former year (1890); Norwegian herrings also are 18,132 barrels less than in 1890, but the Swedish and Dutch herrings, however, have increased by 11,974 barrels in comparison with 1890.

The total import shows a decrease of 50,776 barrels for 1891 compared with 1890.

Old Scotch herrings.

Business opened with the unusually small stock on hand of 30,380 barrels. Prices followed an upward direction for all sorts during the month of January, but by the end of that month demand slackened very considerably, and never recovered much life during the year.

The prices were for—

	January.	February.	March.	June.
	Marks.	Marks.	Marks.	Marks.
Crown fulls*	31 to 32½	34 to 35	34	30 to 31
Crown mat fulls* ..	25 26	28 29	28 to 29	25 26

* Duty paid.

Of new matties 18,730 barrels were sold at 20 m. to 45 m. (duty paid), according to quality.

The prices for duty unpaid goods are shown in the following table:—

	Beginning of July.	Middle of July.	Beginning of August.	Middle of August.	Beginning of September.	Middle of September.	Beginning of October.	Middle of October.	Beginning of November.	Middle of November.	Beginning of December.	Middle of December.
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
Crown fulls ..	..	..	..	41 to 44	40 to 41	38 to 39	38 to 39	36 to 38	37 to 39	37 to 39	36 to 37	35 to 36
Unbranded fulls	28 to 33	26 to 31	29 to 32	36 39	37 39	35 39	33 39	32 38	33 39	33 37	33 36	32 34
Crown mat fulls	..	..	..	33 36	31 33	30 32	30 31	29 31	30 32	30 32	30 32	30 32
Unbranded matties	17 19	15 20	19 22	22 28	24 28	23 27	23 27	23 27	23 27	23 27	23 26	23 26
Crown ihlen ..	..	..	..	..	28	28	27½ 28	27 27½	27	27	26 26½	25 26

For Yarmouth fulls were asked 27 m. to 30 m.; medium full, 23 m. to 25 m.; matties, 20 m. to 22 m. Prices for west-coast herrings for matties and medium fulls were 20 m. to 24 m.; for fulls, 26 m. to 30 m. (duty unpaid). The total sale of new Scotch herrings amounted to 250,891 barrels.

Norwegian herrings.

The sales of Norwegian herrings amounted to :—

	Barrels.
Old fat herrings	41,316
Vaar and Sloe herrings..	3,643½
New fat herrings	72,755
Total	117,714½
„ 1890	135,846

Old fat herrings.

In old fat herrings business had a satisfactory course during the months of January and February, but subsequent to the end of February the demand was exhausted, and fell away to the lowest known in any former year. The prices at the beginning of the year were per barrel (duty unpaid) :—

	Marks.
KKK (merchants)	29 to 30
KK (large middle)	28 30
K (real middle)	21 25
MK (middle)	17 18½

New fat herrings.

The supply up to the middle of August was limited to small parcels improving during the later half of the month, but later the import fell off again. There was a very scanty import of the better brands KKK and KK, which in consequence were at high prices. Prices (duty unpaid) were as follows :—

	Middle of July.	Beginning of August.	Middle of August.	Beginning of September.	Middle of September	Beginning of October.	Middle of October.	Beginning of November.	Middle of November.	Beginning of December.	Middle of December.
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
KKK (merchants) ..	31 to 32	35	35	32 to 35	35 to 38	38 to 40	36½ to 40	36 to 39	33 to 37	33 to 37	33 to 36
KK (large middle) ..	28 30	32 to 34	32 to 34	30 34	32 36	34 38	32 38	32 36	28 32	28 32	28 32
K (real middle) ..	25	28	28 30	20 25	20 28	22 30	23 28	23 28½	20 25	20 25	20 25
MK (middle)	..	18 21	18 20	12 16	13 20	12 20	14 20	15 20	13 16	13 16	13 16
M (small middle) ..	..	..	15	8 10	8 10	9 10	9 10	9 10½	9 10	9 10	8 10

Whilst the catch of fat herrings in the north lasted to the end of the year, and reached about the same results as in 1890, there was at the same time (November and December) an important catch of Sloe herrings, of which the total amount was estimated at 150,000 barrels; but as these herrings on account of their size are chiefly used for smoking, the sale was not extensive, even though the prices were not above 16 m. to 18 m. for Norwegian, and 20 m. to 22 m. for Scotch cures (duty unpaid). Large Sloe herrings.

The sales of old Swedish herrings amounted to 36,000 barrels. At the commencement of the year business took a satisfactory course. At the beginning of March, however, the demand lessened, but improved again in August, in which month the stock was cleared at 20 m. to 22 m. for fulls and 10 m. to 13 m. for ihlen. Old Swedish herrings.

Sales of new Swedish herrings amounted to 16,210 barrels. The first arrivals in October finding good attention, prices were 31 m. to 32 m. for fulls, 26 m. to 28 m. for medium fulls, and 21 m. to 22 m. for ihlen (all duty unpaid). The abundant supply caused prices to yield, and for the months of November and December prices were 16 m. to 19 m. for large fulls, 20 m. to 25 m. for smaller goods, and 12 m. to 15 m. for ihlen. New Swedish herrings.

Stocks on hand at the end of 1891 amounted to :—

	Quantity.	
	1891.	1890.
	Barrels.	Barrels.
Scotch herrings	49,306½	30,379½
Norwegian „	28,734½	28,936
Swedish „	9,427	7,090
Dutch „	1,758	1,931
Bornholm „	88	49
Total	89,314	68,385½

During the two last seasons the selection, cure, and filling of Scotch herrings have been generally stated by the trade here to be very satisfactory, but the present high standard must be kept up. There is much dissatisfaction expressed at the high duties charged on Scotch herrings in Austria-Hungary. The customs tariff amounts at the present time to 3 gulden in gold, equal to about 10*s.* in English money, per barrel. This makes the price of Scotch herrings quite a prohibitive one for the poorer and more numerous classes in Austria-Hungary. The freight paid between Stettin and the frontier is 10*s.*, the duty being 10*s.* more; therefore, the difference in the price of a barrel of Scotch herrings is just 20*s.*, and in many cases the freight and duty together become greater than the original value of the goods in Stettin. No doubt at all appears to be entertained by the merchants here that a reduction in the Austria-Hungarian duty would lead to a very considerable Scotch herring trade.

increase in the consumption of herrings in that country, and consequently an increase in the revenue. But the chief view of the case as bearing upon the Scotch fishing trade is that, if the duty could be reduced to a moderate figure, a large area would be opened for the sale of Scotch herrings.

Coffee and southern fruit.

The import of coffee amounted to:—

	Tons.
1891..	5,816
1890..	6,224
1889..	6,153

Of the 1891 import 2,488 tons arrived from German harbours, 1,058 tons from Holland, and 845 tons from England. The movements of prices followed those of the principal markets. Notices were:—

	January 3.	April 4.	July 4.	October 3.	October 31.	December 31.
	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.
Plantation, Ceylon and Tellicherry* ..	110 to 120	112 to 126	112 to 120	112 to 120	104 to 114	104 to 114
Menado and brown Preanger	118 130	120 130	120 140	120 140	120 140	120 140
Java fine yellow to very fine yellow ..	116 121	118 121	118 121	115 120	110 120	110 120
„ bright to pale yellow	106 109	108 110	108 110	108 110	103 108	103 108
„ green to fine green	106 108	108 110	108 110	99 102	90 98	90 98
Guatemala blue to very fine blue.. ..	107 111	109 113	109 113	105 110	95 100	95 100
„ green to fine green	105 107	107 109	108 110	90 95	83 88	83 88
Campinas superior..	96 103	97 103	97 103	86 90	76 80	76 80
„ good real	92 95	93 96	93 96	80 83	72 75	72 75
„ common..	77 85	78 86	78 86	73 78	60 70	60 70
Rio, superior	95 97	96 98	96 98	85 88	75 78	75 78
„ good real	89 92	90 93	90 93	80 82	72 74	72 74
„ common	76 86	77 87	78 87	72 76	60 65	60 65

* All transitu.

Rice.

The import of rice to Stettin was 21,651 tons in 1891, against 14,694 tons in 1890. Notices per 50 kilos. (transitu) were as follows :—

Description.	January 3.	April 4.	July 4.	October 3.	December 31.
	M. M. pf.	M. M. pf.	M. M. pf.	M. M. pf.	M. pf. M. pf.
Japan*	21 to 17 50	21 to 17 50	21 to 17 50	19 to 16 00	19 00 to 16 00
Rangoon table rice ...	19 18 50	19 18 50	19 18 50	17 15 00	17 00 15 00
Patna	20 17 50	20 17 00	20 17 00	18 16 00	18 00 16 00
Maulmein	17 14 50	17 14 50	17 14 50		
Rangoon and Arracan ...	15 12 50	15 12 00	15 12 00	14 11 00	14 00 11 25
Rangoon and Arracan ordinary	11 10 50	11 10 00	11 10 00		
Rangoon and Arracan broken	... 10 25	... 10 00	... 10 00	11 10 25	11 25 10 25

* Per 50 kilos. (transitu).

The notices for pepper and spices were :—

Pepper

Spices.

Description.	January 3.	April 4.	July 4.	October 3.	December 31.
	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.
Pepper*—					
Singapore ...	... 46 00	... 46 50	... 41 00	... 40 50	... 38 00
Tellicherry ...	... 47 00	... 48 00	... 42 00	... 40 50	... 40 00
Spices†—					
Piemento, prima Jamaica ...	33 00 to 35 00	30 00 to 32 00	30 00 to 32 00	31 50 to 33 00	29 00 to 31 00
Cassia lignea ...	... 52 00	... 50 00	... 50 00	... 50 00	... 50 00
Bay leaves ...	... 18 00	... 18 00	... 18 00	... 18 00	... 18 00
Cassia flores ...	... 0 93	... 0 92	... 0 92	... 0 92	... 0 95
Nutmeg	3 70 4 00	3 70 4 00	3 70 4 0	3 70 4 00	3 70 4 00
Mace	... 4 25	... 4 25	... 4 25	... 4 25	... 4 25
Cinnamon ...	1 05 1 80	1 05 1 80	1 05 1 80	1 05 1 80	1 05 1 80
Cardamum ...	3 00 4 00	3 00 4 00	3 00 4 00	3 00 4 00	3 00 4 00
Cloves	... 0 74	... 0 70	... 0 70	... 0 64	... 0 64

* Per 50 kilos. (transitu). † Per lb. (duty paid).

Southern fruit.

The notices for raisins were—

Description.	January 3.	April 4.	July 4.	October 3.	December 31.
	Marks.	M. pf.	Marks.	Marks.	M. pf.
Extra Carburnn Elèmé*	...	...	...	34	30 00
Prima Vourla, in bags	29	26 00	...	20	21 00
,, boxes	29	26 00	21	19	21 50
Extra Vourla Elèmé, in bags ...	...	...	...	...	22 00
Selected Valencia	...	30 00	25	24	22 50
Currants, in bags	27	27 00	27	26 to 27	26 to 24
,, boxes	27	25 50	26	...	26 24
Almonds, sweet	98 to 116	105 to 125	104 to 120	116	79 94
,, bitter	104 116	115 125	112 120	85 to 115	84 90

* Per 50 kilos. (duty paid).

Timber.

The import of timber for building purposes and store timber by sea to Stettin, in 1891, was 161,495 tons, against 153,037 tons in 1890. The export by sea, 1891, was 56,912 tons against 64,030 tons in 1890; 39,744 tons went to England in 1891, against 55,546 tons in 1890; 6,768 tons in 1891, and 422 tons in 1890 went to France. The increased export to France was due to the pending change in tariff prices. The total export this year (1891) by sea from Stettin, has hardly amounted to 70 per cent. of the average of the last 10 years, and has laboured under

extremely adverse circumstances throughout the whole year. Oak plançons for English railway purposes sold at fairly good prices, but only small quantities were got off. Inferior qualities and dimensions of plançons met with a fairly good sale, but prices were very depressed. In oak stem-ends there was a tolerable return principally to Belgium, yet even here prices were not nearly up to the average. Ship oak and squared timber met with a good demand and obtained better prices; but could only be supplied in small quantities as the supplies in these articles were nearly exhausted.

Oak French boards were in consequence of the probable increase in duty on sawed timber in France greatly in demand, and obtained a 10 per cent. rise in prices.

The rafting business was conducted with the greatest expedition known for years, chiefly through the small quantity of timber coming down and also because there was always a sufficiency of water in the rivers, and consequently on the Bromberg Canal for the first time, no difficulties were experienced and the supplies were delivered in good time for the markets. So small were they, however, that by autumn there was little or no employment for the rafters. This year (1890–91) none of the rafts have had to winter on the road, but arrived almost sooner than expected. In consequence of which less grumbling is heard about the wretched condition of the waterways between the Vistula and Oder. It is also a matter of congratulation that the Government have at last taken this question of canals into serious consideration, and have already started improvement works on the lower Netze. To sum up, this year may be said to have been the worst ever known in the Stettin timber trade.

The export of timber for 1891 is shown by the following table:—

STETTIN'S Timber Exportation in the Year 1891.

Description.	By Sea.						Coastwise.		Inland.		Total Value.
	Great Britain.		France.		Other Countries.		Rhenish Measure.	Value.	Rhenish Measure.	Value.	
	English Measure.	Value.	French Measure.	Value.	Rhenish Measure.	Value.					
	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Marks.
Oak planks (plançons, ship and square timber	732,311	1,294,374	91,351	167,435	128,566	238,934	779	1,619	47,973	88,588	1,791,450
Oak planks, ends and boards ...	...	...	65,187	158,655	5,558	20,148	...	...	1,161	2,521	181,324
,, staves, by the piece	5,622	4,846	...	...	...	...	...	...	14,955	1,100	5,946
Fir balks and beams	516,378	401,260	99,158	65,741	178,308	138,326	35,759	32,088	1,359,501	1,216,870	1,854,285
,, sleepers	...	...	...	...	...	...	...	...	245	184	184
,, boards	...	...	...	...	...	...	...	...	54,856	62,309	62,309
Pine balks and beams	25,271	12,765	58,491	32,088	20,689	13,913	6,333	3,899	152,002	98,384	161,049
Sundries	712,000	350,000	...	...	...	...	...	...	185,752	144,417	494,417
Total	...	2,063,745	...	423,919	...	411,321	...	37,606	...	1,614,373	4,550,964

The import of wine to Stettin during 1891 was 58,222 double cwts. against 47,987 double centners in 1890, an increase of 10,235 double centner for the year. Taking the sources of all the wine coming to Stettin, France heads the list with 5,073 double centners, being about half the total increase. The export amounted (so far as is ascertainable) to 52,971 double cwts. in 1891, against 46,270 double centners in 1890, showing an increase of 6,701 double centners. Wine.

It is to be hoped that the construction of the Stettin Free-harbour which has been finally settled in principle, will be very soon carried out, and in so doing due regard will be had to the wine business, and that when that desired consummation is attained the trade will be no longer hampered with custom-house restrictions.

The import of pig-iron to Stettin by sea was 94,857 tons in 1891, against 138,473 tons in 1890. Other kinds of iron 22,072 tons in 1891, against 24,392 tons in 1890. The slackness in business with which the year 1890 closed has been continued during the year 1891. Metals. Iron.

A universal want of confidence which found its source in a feeling of uncertainty caused a listless condition of business, also the effects of the financial crisis in London towards the end of 1890, together with the disturbances in South America, the McKinley tariff, the unfortunate financial situation in Spain and Portugal, the famine in Russia, the bankruptcies in Berlin, and embezzlements in connection with them, and the uncertainty with regard to the new commercial treaties. With all these operating on the financial position it is not to be wondered at that capital was held and money tight, and there should be no inclination to undertake fresh ventures.

The Swedish iron market remained pretty steady. The prices stipulated for by the "Eisenwerks Verein" at the spring fair of Oerebro of 8*l.* and 8*l.* 2*s.* 6*d.* per ton (about 14 kroners 25 ore per 100 kilos.) for wrought bar iron of the usual brands, free on board respectively at Stockholm and Gothenburg, have been steadily maintained during the year.

Prices for Scotch warrants fell from 2*l.* 6*s.* 1½*d.* at the beginning of the year to 2*l.* 2*s.* 1½*d.* the lowest point. Middlesbrough warrants moved between 2*l.* 3*s.* 3*d.*, the highest point reached on January 12, and 1*l.* 17*s.* 7*d.* the lowest reached on December 16.

Business in copper was carried on with great fluctuations, there being much smaller supplies from Chile in consequence of the disturbances there and the cessation of work at the Anaconda mine, prices at the beginning of the year were 52*l.* per ton, but were driven by speculation up to 56*l.* 10*s.* per ton in June, fell again in the next months to 53*l.* per ton, where it remained steady until the end of September. During October great dulness supervened, and prices during the last months of the year fluctuated between 47*l.* and 45*l.* per ton. Copper.

Tin has never before been subjected to so little fluctuations in Tin.

price as during 1891, Prices for Banca tin were from 56¾ fl. to 53¾ fl., free on board at Amsterdam. There was but little business done.

Zinc. On the zinc market the business was better, the tendency in general being firm, but inferior prices were all that could be obtained. Raw zinc of the best known trade-marks of Breslau moved between 22 m. 60 pf. and 24 m. per 50 kilos. (ready cash).

Lead. The export from Stettin by sea amounted to 25,629 tons in 1891, against 26,040 tons in 1890. Prices fluctuated but little during the earlier part of the year, but subsequently a gradual fall took place in consequence of the large supplies on hand. Business was in general quiet during the year, and purchases to meet the most urgent wants only were made.

Notices on the Stettin market were as follows :—

PIG-IRON.

	English, III.		Scotch.	
	M. pf.	M. pf.	M. pf	M. pf.
Until the middle of March ..	7 50	..		
Middle of March until middle of June	6 50	to 6 00	8 00	to 9 75
Middle of June until the end of the year	6 10	6 40		

BAR-IRON.

	German Rolled-Iron.		Swedish Wrought-Iron.	
	M. pf.	M. pf.	M. pf.	M.
Until June	16 50	to 16 00	22 50	to 22
June until the end of the year ..	16 00	15 50		

GIRDER-IRON.

	M. pf.	M. pf.
Until the end of February	16 50	to 16 00
March–July	15 50	15 00
August–September	15 00	14 50
November	14 50	14 00
December	14 00	13 50

SHEET-IRON.

	Coarse Sheets.	Fine Sheets.
	M. pf.	M. pf.
Until February 1	18 50	21 00
February–May	16 50	18 50
June until the middle of July ..	15 50	17 00
Until the end of the year ..	16 50	18 00

RAW COPPER.

	Marks.
Until the end of April	125 to 135
July	135 145
September	140 130
December	130 120

BANCA TIN.

	Marks.
Until the end of April	205 to 200
May–June	210 212
July–September	205 210
October–December	210 205

SOFT LEAD.

	German.	Spanish.
	Marks.	Marks.
Until June 1	32 to 31	37 to 36
end of the year	31 30	36 35

ZINC.

	Raw Zinc.	Zinc Sheets.
	Marks.	Marks.
Until February 1	50	56 to 55
July 9	49	55 54
middle of October	50	55 56
end of the year	49	55 54

NOTE.—All per 100 kilos.

Coals and coke.

The total import by sea to Stettin and Swinemünde amounted to 567,445 tons in 1891, against 403,550 tons in 1890, of the former 359,790 tons were discharged in Swinemünde and 207,655 tons in Stettin.

Prices for coals and coke per ton at Stettin were—

Description.	January.	April.	July.	October.	December.
	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.	M. pf. M. pf.
Large Scotch ...	17 00 to 17 50	16 60 to 17 50	15 60 to 16 00	17 00 to 17 50	18 00 to 18 50
Ryehope peas ...	18 65 19 50	17 65 18 50	17 00 17 50	17 65 18 00	18 00 18 50
Silkworth peas ...	18 50 18 65	...	...	...	...
Steam, small ...	...	9 65 to 10 00	10 00 ...	10 00 10 35	11 00 ...

Description.	January.	April.	July.	October.	December.
	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.
Silesians (per 50 kilos.)	92	90 to 95	82 to 92	88 to 96	92 to 94
Brown coal (per 50 kilos.) ...	70 to 80	75 80	65 75	...	75

Freights.

With regard to steamer freights nothing favourable can be reported, the low rates which commenced with spring continued throughout the whole year, and even in the winter nothing better could be obtained owing to the want of grain cargoes in consequence of the deficiency in the Russian grain trade.

Freights for steamers were (April inclusive):—

Ports.	Articles.		Currency.		Sterling.	
			M. pf.	M. pf.	s. d.	s. d.
London	Sugar	Per ton... ...	...		9 6	to 7 0
	Zinc	,, ...	...		7 6	6 6
Liverpool	Sugar	,, ...	...		9 0	8 6
Hull	,, ...	,, ...	...		10 0	8 0
	Zinc	,, ...	...		7 6	6 6
Leith	Sugar	,, ...	...		10 0	8 0
	Grain	Per quarter ...	...		1 6	...
Greenock	Sugar	Per ton... ...	...		10 0	8 3
Stockholm ...	Potatoes	,, ...	5 00 to 4 00		...	
	Flour	,, ...	5 00	4 00	...	
Sundsvall ...	,, ...	,, ...	...		4 0	...
East Spain ...	Spirit	,, ...	...		30 0	to 27 6
New York ...	Sugar	,, ...	...		9 0	11 6
	Zinc	,, ...	...		10 0	11 0
	Farina	,, ...	...		15 0	14 0
	Rags	,, ...	...		19 0	18 0
Philadelphia ...	Sugar	,, ...	...		14 0	...

The freights were (including August):—

Ports.	Articles.		Currency.		Sterling.	
			M. pf.	M. pf.	s. d.	s. d.
London	Sugar	Per ton... ...	...		8 0	to 7 6
	Zinc	,, ...	...		6 6	...
	Farina	,, ...	...		8 0	...
Liverpool	Sugar	,, ...	...		8 6	9 0
	Zinc	,, ...	...		8 0	8 6
Hull	Sugar	,, ...	...		8 0	...
	Zinc	,, ...	...		6 0	7 0
	Farina	,, ...	...		8 0	...
Leith	Sugar	,, ...	...		7 6	9 0
	Empty petroleum barrels	Each	...		0 8	...
Greenock	Sugar	Per ton... ...	...		8 6	8 1½
Stockholm ...	Flour...	Per centner ...	0 25	to 0 30	...	
Sundsvall	,, ...	,, ...	0 20	0 30	...	
St. Petersburg ...	Empty petroleum barrels	Each	0 50	...	...	
	Chalk	Per cwt. ...	0 15	...	...	
Amsterdam ...	Sugar	Per 1,000 kilos.	7 00	6 50	...	
	Flour	,,	8 00	7 00	...	
Rotterdam ...	Sugar	,,	6 50	...	...	
	Flour...	,,	8 00	7 00	...	
Dunkirk	Molasses	Per 2,000 kilos.	18½ fr.		...	
East Spain ...	Spirit	Per ton... ...	...		27 6	...
New York... ...	Rags	,, ...	...		16 0	15 0
	Zinc	,, ...	...		9 0	9 6
	Cement	,, ...	...		9 0	9 6
	Farina	,, ...	...		14 0	...
	Sugar	,, ...	...		10 6	...
	Salt	,, ...	...		9 0	...

From September to the end of the year:—

Ports.	Articles.		Currency.		Sterling.	
			M. pf.	M. pf.	s. d.	s. d.
London	Sugar	Per ton... ...	...		7 0	to 8 6
	Zinc	,, ...	...		6 6	7 0
Liverpool	Sugar	,, ...	...		8 6	10 0
	Zinc	,, ...	...		8 6	10 0
Hull	Sugar	,, ...	...		8 0	9 0
	Zinc	,, ...	...		6 0	7 0
Leith	Sugar	,, ...	...		8 0	10 0
	Grain	Per quarter ...	...		1 4½	...
Greenock	Sugar	Per ton... ...	...		8 6	9 0
Sunderland ...	Pitprops	Per load ...	...		9 0	9 6
Stockholm ...	Flour and malt	Per 50 kilos. ...	0 25	to 0 30	...	
Amsterdam ...	Sugar	Per 1,000 kilos.	7 00	7 75	...	
	Flour	,,	8 00	7 50	...	
Rotterdam ...	Sugar	,,	7 00	7 50	...	
	Flour	,,	7 00	7 50	...	
Dunkirk	Molasses	Per 2,000 kilos.	20 fr.		...	
East Spain ...	Spirit	Per ton... ...	...		27 6	to 30 0
New York... ...	Rags	,, ...	...		14 0	...
	Farina	,, ...	...		14 0	...
	Zinc	,, ...	...		9 0	...
	Sugar	,, ...	...		11 0	...

The export from here to England has nearly ceased, the chief articles shipped for that country being sugar, potato manufactures, lead, zinc, and timber. Large quantities of barley were shipped to the Rhein during the first half of the year, falling away to very small amounts during the second half.

The regular lines of steamers between this port and Amsterdam, London, and Hull, obtained abundant cargoes at low rates up to the end of the summer. Full cargoes to Leith were not forthcoming, and the Leith boats had in most cases to call at Königsberg to complete.

The import of cattle fodder has much increased during the year 1891, especially in the case of bran from Russia.

Freight for sailing vessels showed but little change from the previous year.

The freights for sailing ships were in spring (April inclusive) :—

	Oak Plançons, per Load.		Fir Timber, per load.	
	s. d.	s. d.	s. d.	s. d.
London	10 0	..	..	
Hull	11 3	to 9 6	..	
Aberdeen	..		7 6	..
Dundee	..		8 0	to 7 0
Sunderland	8 6	..	..	
West Hartlepool.. ..	8 6	..	..	
Grimsby	10 0	9 0	..	
Plymouth	10 0	..	..	
Newport	11 0	..	..	
Cardiff	11 0	..	..	
Dundalk	..		11 0	..

And for the undermentioned articles as follows :—

Ports.	Articles.		Currency.	Sterling.
			M. pf. M. pf.	s. d.
Stockholm ...	Oil-cakes	Per 50 kilos. ...	0 35 ...	...
Helsingborg ...	Acids	Per balloon ...	0 90 ...	...
Malmö	Salt	Per 50 kilos. ...	0 25 to 0 18	...
Copenhagen ...	Cement	Per ton... ...	0 70 0 80	...
	Chamotte stones	Per 50 kilos. ...	0 25 ...	...
	Iron	,, ..	0 21 0 25	...
Dunkirk	Fir beams	Per load ...	..	9 6
Rouen	Oak stem ends	Per last... ...	26 fr. and 15 per cent.	...
New York... ...	Cement	Per ton	...	7 6
Philadelphia ...	,, ...	,, ...	...	12 0

Freights during the summer (including August) :—

	Oak Plançons, per Load.	Fir Timber, per Load.	Pit Props, per Load.
	s. d. s. d.	s. d.	s. d.
London	10 6 to 11 3	..	..
Hull	10 6 ..	..	..
Montrose	..	10 0	..
Dundee	..	8 0	..
Hartlepool	9 6 10 0	7 0	..
Grimsby..	9 6 10 6	7 6	..
Plymouth	10 6 ..	..	..
Bristol	14 3 ..	..	..
South Alloa	..	..	9 6
Ayr	..	..	13 0

And for the undermentioned articles as follows :—

Ports.	Articles.		Currency.	Sterling.
			M. pf. M. pf.	s. d. s. d.
Stockholm ...	Oil-cakes	Per 50 kilos. ...	0 35 ...	...
Christiania ...	Cement	Per ton... ...	1 00 ...	...
	Chamotte stones	Per 50 kilos. ...	0 40 ...	...
Helsingborg ...	Rags	,, ...	0 60 ...	...
	Salt	,, ...	0 22½ ...	...
Malmö	Oil-cakes	,, ...	0 18 to 0 20	...
Carlscrona ...	Manure salt...	,, ...	0 22½ ...	...
Gefle	Oil-cakes	,, ...	0 90 ...	...
Sundsvall	Salt	Per bag of 62½ kilos.... ...	0 20 ...	...
Copenhagen ...	Cement	Per ton... ...	0 70 ...	...
	Iron	Per 50 kilos. ...	0 25 ...	...
St. Petersburg ...	Glass sand	,, ...	0 22½ 0 25	...
Dunkirk	Molasses	Per 2,000 kilos.	17 to 18 fr.	...
Rouen	Oak stem ends and boards	Per last... ...	28 29 fr. and 15 per cent.	...
New York... ...	Cement	Per ton... ...	...	6 6 to 4 0
Philadelphia ...	,, ...	,, ...	...	9 6 ...

From September to the end of the year timber freights were :—

	Oak Plançons, per Load.	Fir Timber, per Load.	Pit Props, per Load.
	s. *d.* *s.* *d.*	*s.* *d.* *s.* *d.*	*s.* *d.* *s.* *d.*
Liverpool	..	11 6 to 13 0	..
Aberdeen	..	9 0 ..	..
Hartlepool	12 0 to 13 0	9 6 ..	..
Sunderland	10 0 12 6	7 9 ..	..
Plymouth	13 0 ..	10 0 ..	..
Dublin	..	13 6 ..	..
Boness	..	..	13 0 ..
Firth of Forth	..	..	10 0 to 12 6

And for the undermentioned articles as follows:

Ports.	Articles.		Currency.
			Pfennigs.
Helsingborg.. ..	Oil-cake	Per 50 kilos. ..	35 ..
Malmö	„	„ ..	20 ..
Stockholm	„	„ ..	37 to 40
Copenhagen.. ..	Iron	„ ..	25 ..
Dunkirk	Fir beams	Per load.. ..	13½ fr.
Brest..	Oak stem ends ..	Per last.. ..	29 fr. and 15 per cent.
Bordeaux	Molasses	Per 2,000 kilos.	25 fr.

Neue Dampfer Company.

The manager of this company reports that their steamers found fairly good employment upon their regular lines, viz., Stettin to London, Dantzic, Königsberg, St. Petersburg and Reval, and Stockholm; also irregular lines between the Baltic and North Sea ports.

During the winter the smaller steamers were laid up, also some of the larger boats ceased to run during the months of January and part of February in consequence of the small freights and also on account of the ice, the latter cause prevented the regular line of steamers running to London during the month of January.

As soon as the ice allowed the smaller ships returned to work —to Dantzic, March 12; Königsberg, March 19; Stockholm, March 22; St. Petersburg, May 3.

A great loss was experienced by this company in consequence of the prohibition by Russia of export of rye and barley as these steamers do the principal trade in the Baltic in this grain, also to the North Sea.

The total weight of cargo carried by the Neue Dampfer Company during 1891 amounted to 7,671,180 centners against 7,932,960 centners in 1890, a loss of 261,780 centners. The above company paid a dividend of 2 per cent.

Hamburg-American Packet boats Actien Company.

The Stettin manager of this company reports that the three steamers employed on this line (Stettin-New York) kept their regular time, and made, in all, 16 trips without accidents. During

the first half of the year there was abundant offer of goods for New York, but later fell off a great deal.

Freights from New York were paying badly during summer, and there was but little cargo out from New York to Stettin, but subsequent to the new harvest full cargoes were again obtainable. The passenger traffic was much augmented by the banishment of Jews from Russia. 5,165 passengers were carried to New York by these steamers during 1891 against 2,508 in 1890.

Vulcan shipbuilding and machinery works.

The following amounts of material were received at the works during the year (1891):—

	Tons.
Pig-iron	372
Steel bars	135
Bar iron	1,226
Façon-iron	485
Iron plates	1,617
Steel „	3,728
Armoured plates	791
Angle and bulb steel	678
Tool-steel	24
Iron smithy pieces	34
Steel „	365
Raw copper	348
Bar „	35
Copper plates	161
Tin	55
Lead	25
Zinc	59
Coals	22,333
Coke	3,170

67 steam engines were employed in the works of 1,893 aggregate horse power, 16 steam hammers of 246 centners aggregate. The average of men employed in 1891 was 3,667 against 4,409 men in 1890. The highest number employed was 4,121 men, the lowest 3,316 men, and 3,533,391 marks were paid for labour (at 20 m. 30 pf. to the 1*l.*), or 174,058*l.* 14*s.* against 4,239,825 mark, or 208,858*l.* 8*s.* in 1890.

During the year 1891 the following were finished and delivered:—

The twin-screw fast steamer "Fürst Bismark" for the Hamburg-American-Packet-Actien-Gesellschaft. One paddle-boat, also one screw steamer, repairs executed on His Majesty's yacht "Hohenzollern," and also for the North German Lloyd's in Bremen.

Besides the engines and boilers for the new steamers above-mentioned there were delivered to order—2 marine steam-engines, 2 ships' boilers, 23 stationary and locomotive boilers, and 72 locomotives.

In course of construction, His Majesty's ironclads "Brandenburg" and "Weissenburg." His Majesty's avisos "St." and "G." A large steamer for the Austrian Lloyds in Trieste, a smaller steamer for the Vulcan Works Company, also 70 locomotives, besides sundry machines and boilers.

The invoice value of all the material used and delivered during the year (1891) amounted to 10,717,908 m. 37 pf. (at 20 m. 30 pf. to 1*l.*) or 527,975*l.* 16*s.*

This factory employed an average of 1,073 men during the year (1891), of these 623 men were employed in the shipbuilding yard and 450 men in the machinery works. 983,706 m. 18 pf. or 48,458*l.* 9*s.* were paid as wages. Möller and Holberg shipbuilding and machinery works

During the course of the year there were delivered :—

Description.	Number.	Number of Compound Engines.	Indicative Horse-power.
After paddle steamer	1	1	200
Screw tug „	1	1	100
Paddle tug „	1	1	300
Twin screw tug steamer	1	2	160
„ „	1	2	160
„ „	1	2	160
Paddle tug steamer	1	1	300
Sea dredge	1	1	65
Saloon screw steamer	1	1	350
Steam dredge lighter	1	1	150
Screw tug steamer	1	1	20
„ „	1	1	120
„ „	1	1	45
„ „	1	1	80
„ „	1	1	45
Saloon screw steamer	1	1	350
Steam dredge lighter	1	1	150
Paddle tug steamer	1	1	300
Pilot steamer	1	1	160
River dredge	1	..	..
Screw tug steamer	1	1	40
„ „	1	1	120
Sea freight „	1	1	150
Petroleum tank ship	1	..	..

On 4 ships large alterations were made, 34 ships went on the patent slip, and 54 others were brought alongside the wharf for repairs.

In the machinery works were constructed and delivered—

	Number.
Screw ships' compound engines of different sizes	24
After-paddle engine	1
Paddle ships' engines, different sizes	4
Ships' boilers, different sizes	35
Engines for factories	6
Boilers „	16
Large petroleum tanks	4
„ reservoirs	12
Machines for starch factories	2
„ a chamotte factory	1

Several field forges of our own construction and sundry machines for chamotte, chemical, sugar, starch, syrup, and grease factories.

Portland cement factory. "Stern" Toepffer, Grawitz and Company.

This factory produced 212,618 barrels of cement, against 193,400 barrels in 1890, and paid 407,860 m. (20,091*l.* 13*s.*) for labour in 1891, against 434,176 m. (21,388*l.*) in 1890, an average of 2 m. 66 pf. per man in 1891, against 2 m. 71 pf. per man in 1890.

The Stettin-Portland cement factory.

This company employed in their factory and at the limekilns about 600 workmen, at an average wage of 2 m. 70 pf. in 1891, last year's (1890) numbers being 550 men, at a similar average. The company paid a dividend of 20 per cent. this year (1891), against 27 per cent. in 1890.

The Stettin-Bredow Portland cement factory.

This factory, after improving and enlarging their plant, turned out 106,539 barrels of cement, and 4,249 thousands of bricks, employing an average of about 300 labourers, including women and children; paid for wages 204,322 m. (10,065*l.* 3*s.*), and gave a dividend of 4 per cent. in 1891, against one of 5 per cent. in 1890. The manager reports that cement prices were very dull, but that there was a very large sale of bricks.

Stettin-Chamotte factory. Actien Company formerly Didier.

This company report that the prices for 1891 are much lower than in 1890, and that their business also has not been so extensive; paid 356 labourers 338,761 m. (16,687*l.* 15*s.*), and gave a dividend of 15 per cent., against one of 30 per cent. in 1890.

Roof felting factory.

The roof-felting factory of L. Haurwitz and Co. report an increased sale of their goods, but that the price of tar remained so high (English pitch having in the course of three years risen up to double its former price on account of the large demands in America) business has not shown increased results. By the Austrian treaty a duty of 1 fl. per 100 kilos. will not do much towards an increased sale of felt-roofing in Austria-Hungary. The import (which used to be a large one) to Russia and Denmark has, on account of the heavy duty—sometimes equal to the value of the goods—entirely ceased. However, they report that the sales of their goods on the English market have not been without satisfactory results.

Flour mills.

The flour business showed favourable signs in the spring of 1891. The repeated complaints, however, of the bad condition of the standing crops caused millers and dealers to buy up from stocks in hand as much as possible. In summer the demand slackened somewhat, but shortly increased again, and prices rose from month to month, especially when the Russian export prohibition became an accomplished fact. This rise in prices towards the end of the year limited the consume and rendered sales of flour difficult. A considerable competition also arose against the pure rye and wheat flour by the extensive manufacture of surrogate bread flour in the provincial mills. Bran sold well throughout the year in consequence of the demand for cattle fodder, and there remained only small stocks on hand at the end of the year.

The Stettin Steam Mills Actien mpany.

This company realised in the earlier months of the year a great advantage from their large stock in hand, their mills being fully engaged until the end of May. In consequence, however, of a

slackened demand in June, large quantities of flour stuffs accumulated on hand, so that work had to be stopped for some time. The subsequent rainy weather created a slightly increased demand, but not sufficient to enable work to be again started, and the Russian export prohibition found the company without fresh stock on hand. The competition of the rye mills in the provinces, as mentioned before, also prevented work being carried on in the rye-mill. The company only paid a dividend of $3\frac{1}{3}$ per cent.

Ground at this mill were:—

Articles.	1891.	1890.	1889.	1888.
	Tons.	Tons.	Tons.	Tons.
Wheat	11,308	30,235	43,687	43,957
Rye	17,563			
Total	28,871	..	..	..

Exports were:—

Flour.

	By Sea.	By Train.	By River.	Total.
	Centners.	Centners.	Centners.	Centners.
Abroad	161,336	..	..	161,336
Inland	98,290	19,820	115,598	233,708
Grand total ..	..	..	..	395,044

Bran.

	By Sea.	By Train.	By River.	Total.
	Centners.	Centners.	Centners.	Centners.
Inland	..	42,493	108,077	150,570

The total exports were:—

	Centners.
1891	545,614
1890	509,222
1889	734,700
1888	825,718

The Stettin Walz-mill.

This mill ground in the course of the year 27,382 tons of grain, against 26,933 tons in 1890, an increase of 449 tons, and paid a dividend of 30 per cent.

Exports were:—

	By Sea.	By River.	By Land.	Total.
	Centners.	Centners.	Centners.	Centners.
Flour	245,195	57,529	92,007	394,731
Bran	5,058	55,723	80,624	141,405
Grand total of fabricates ..	..	..	..	536,136
Against in 1890 ..	..	..	..	514,259

A. H. Zander's flour and oil mill.

The flour mill of A. H. Zander has reduced the output to one-half on account of bad prices; the mill ground 5,900 tons of rye and 180 tons of wheat.

The oil mill worked up 13,000 tons of oilseed, against 10,800 tons in 1890.

Oil mill of Wm. Dilger.

This mill worked up 13,700 tons of colza and rapeseed in 1891, against about 11,800 tons in 1890, producing 4,800 tons of oil, and 8,300 tons of oilcake.

Sugar refinery.

The Pomeranian Provincial Sugar Refinery Works report:—The year 1891 was a most unfavourable one for sugar refinery. The accounts received from nearly all the German refineries show that there was little or no profit made, and in some cases heavy losses were experienced. The increase in sugar refinery factories created an over-production of goods, which over-production could only be partially sold at prices below cost of manufacture, each company under-bidding the other in fear of losing their former customers. On the other hand, raw sugar producers kept tenaciously to their prices of last year.

This refinery worked up—

	Centners.
1891	621,450
1890	632,000
1889	355,000

and sold of their fabricates—

	Centners.
1891	609,700
1890	619,000
1889	362,000

For highly polarised corn sugar 92° (sack exclusive) was paid per 50 kilos. from railway station:—

	M.	pf.
January	17	10
February	18	00
March	18	50
April	18	35
May	18	00
June	17	60
July	17	75
August	18	15
September	17	40
October	17	40
November	18	00
December	19	00

An average of 500 labourers were employed (men and women), against 527 in 1890. Wages amounted to 483,334 m. 34 pf. (23,809*l.* 12*s.*), against 472,533 m. (23,277*l.* 10*s.*) in 1890, and paid a dividend of 13⅓ per cent., against 25 per cent. in 1890.

The spirit market has been in a worse condition during 1891 than we have known it before. In the first months of the year there was still a small demand for export, which also again appeared in August and September, yet the falling-off in export to Spain in the manufacture of spirits for which we were largely concerned caused us to seek for a larger market in Germany, but the latter business remained a very limited one. In the summer speculation on the Berlin Exchange drove the prices to an extraordinary height, the consequence being that purchasers only bought what was absolutely necessary. The total consume in Germany (for drinking), according to official statistical returns, were— The spirit distillery of P. J. Stahlberg.

	Hectolitres.
During the year 1890..	2,220,000
„ „ 1891..	2,065,000
Decrease	155,000
Or	7½ per cent.

Far more unfavourable are the figures for the export:—

	Hectolitres.
During the year 1890	317,000
„ „ 1890	154,000
Decrease	163,000
Or a loss of more than	50 per cent.

The outlook for the year 1892 is unfortunately still more gloomy, for export to Spain ceased on February 1, 1892, and it appears doubtful if the new treaty will contain any stipulation of an advantageous nature respecting spirits at all.

The report from the factory of J. G. Weiss states that the crop for 1891 has been only a middling one, and as at the beginning of the season the old stocks on hand were completely exhausted, a want of material was felt by the manufacturers. This affected the prices to the extent of a sudden rise of 2 m. per 100 kilos., which remained until the end of the year. Chicory.

The output from this factory was a favourable and increasing one, 220 tons more than last year being produced. Export suffers under the difference of customs duty on the raw and manufactured articles in foreign ports. North America, for instance, lets the raw material in free, but charges a duty on the manufactured article of 2 c. per lb. The factory employed an average of 100 labourers (men and women), who received 62,800 m. (3,098*l.* 13*s.*) in wages.

The chemical factory of Pomerensdorf was fully employed during 1891; the last quarter of the year, however, showed a falling-off in the demand for sulphuric acid and artificial manures, Chemical works.

the latter manifesting the want of capability to buy on the part of the agriculturists in consequence of the bad harvest. The weight of the materials used amounted to 79,025 tons; this gave 51,800 tons of manufactured goods. An average of 747 men were daily employed, omitting the officials, who receive a yearly salary, wages amounted to 756,080 m. (37,245*l.* 7*s.*). This company declared a dividend of 10 per cent. The Union Chemical Factory declared a dividend of 12 per cent.

Paper and pulp factories.

The Hohenkrug Paper and Pulp Factory declared a dividend of 4 per cent.; Pulp Factory Alt Damm declared a dividend of 10 per cent.

Stettin soap and candle factory.

The Stettin Soap and Candle Factory declared a dividend of 5 per cent.

Breweries.

The Elisium Brewery Company produced 28,618 hectolitres of beer, and declared a dividend of 3 per cent.; 18 brewers and coopers are employed, and 28 labourers and waggoners at monthly wages averaging from 75 m. to 85 m. and 84 m. to 105 m.

The Stettin Bergschloss Brewery declared a dividend of 12 per cent.

Ready-made clothing factories.

The export of ready-made clothing from Stettin for men and boys during the year 1890 amounted in value to 12,500,000 m. (615,763*l.* 12*s.*), but in 1891 the export value was about 1,500,000 m. less, but in spite of this reduction in value the number of persons employed is the same as in 1890, viz., 3,600 hands; 850 men using their own workshops, who employ 2,550 male and female workers; 525 females using their own workshops, who employ 1,050 women, the latter working mostly at boys' clothing. For cutting, 56 cutters, with 47 machines, are employed—of the latter 10 machines are worked by hand, three by gas motors, and one by an electric motor. Germany is the principal purchaser of the clothing made in Stettin; Holland, Scandinavia, and Switzerland also receiving a portion. The orders from Switzerland are larger this year than last, but this cannot remain, as the high import duty in the new tariff on ready-made clothing will interfere very largely with this market. The outlook for the business in 1892 is not very good, as there are but few orders coming in, and the stocks on hand are over large.

Building.

The builders continue to do a large business in Stettin; 148 houses have been completed and licensed during 1891. On an average each house contains six dwellings or flats; this would make the actual increase of residences to be 888.

Population.

The above shows that the population of Stettin is enlarging very fast; by the census of the last five years (1885 to 1890) the increase amounted to 16,596, but during the year 1891 it has been estimated to have extended by about 4,000 persons. The total population of Stettin in 1890, inclusive of suburbs, amounted to 154,207.

NOTE.—The average rate of exchange has been during the month of—

	M.	pf.
January	20	33
February	20	35
March	20	35
April	20	38
May	20	44
June	20	40
July	20	32
August	20	31
September	20	32
October	20	32
November	20	32
December	20	30

1 English shilling = 1 mark.
6 „ pence = 50 pfennigs.
1 „ ton = 1,016 kilos.
1 „ cwts. = 56 „
1 meter centner = 100 „
1 centner .. = 50 „
1 kilo. .. = 2 lbs.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 8 | 92—H & S 1385)

FOREIGN OFFICE.

1892.

ANNUAL SERIES.

No. 1126.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF DANTZIG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 808.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1892.

[C. 6812—51.] *Price Twopence.*

[C.6855-13]

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price
1008.	Rome	1d.
1009.	Mozambique	1d.
1010.	Wênchow	1d.
1011.	Mogador	2½d.
1012.	Amoy	1d.
1013.	Kiukiang	1d.
1014.	Stettin	1½d.
1015.	Boston	1d.
1016.	Callao	1d.
1017.	Aleppo	1d.
1018.	Santos	2½d.
1019.	Piræus	1d.
1020.	Mogador	1d.
1021.	Adrianople	½d.
1022.	Tripoli	1d.
1023.	Jerusalem	1d.
1024.	Odessa	6d.
1025.	Genoa	1½d.
1026.	Kiungchow	1d.
1027.	Batoum	4½d.
1028.	Buenos Ayres	1d.
1029.	Batavia	1d.
1030.	Santo Domingo	½d.
1031.	San José	1d.
1032.	Manila	1½d.
1033.	Marseilles	1d.
1034.	Swatow	1d.
1035.	Paris	1d.
1036.	Ichang	5d.
1037.	Pakhoi	1d.
1038.	Foochow	1d.
1039.	Brest	1d.
1040.	Madeira	½d.
1041.	Antwerp	1½d.
1042.	Taganrog	2½d.
1043.	Algiers	2½d.
1044.	Hankow	1½d.
1045.	Nantes	1½d.
1046.	Belgrade	2d.
1047.	Fiume	1d.
1048.	Wuhu	1d.
1049.	Cagliari	1d.
1050.	Erzeroum	1d.
1051.	Syra	1d.
1052.	Cherbourg	1d.
1053.	Lima	1d.
1054.	Bilbao	1½d.
1055.	Cadiz	2d.
1056.	Corunna	2½d.
1057.	Saigon	1d.
1058.	Port-au-Prince	1d.
1059.	Trebizond	1d.
1060.	Barcelona	1½d.
1061.	Tainan	1d.
1062.	Smyrna	1½d.
1063.	Old Calabar	½d.
1064.	Samoa	½d.
1065.	Tahiti	1d.
1066.	Chefoo	6d.
1067.	Gothenburg	2d.
1068.	Buenos Ayres	1½d.
1069.	Loanda	1½d.
1070.	Guatemala	1d.
1071.	Zanzibar	1d.
1072.	Charleston	2½d.
1073.	Nice	1d.
1074.	Caracas	1d.
1075.	Lisbon	2d.
1076.	Calais	2d.
1077.	Rio Grande do Sul	5½d.
1078.	Philadelphia	2½d.
1079.	Brindisi	2d.
1080.	New York	2d.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.

No. 1126.

Reference to previous Report, Annual Series No. 808.

GERMANY.

DANTZIG.

Mr. Hunt to the Earl of Rosebery.

My Lord, *Dantzig, September* 20, 1892.

I HAVE the honour to transmit to your Lordship herewith my Report on the Trade of Dantzig for the year 1891, together with Reports for the Ports of Königsberg and Memel furnished to me by the Vice-Consuls at those places.

The delay in forwarding these reports is due to the late period Statistics are available in this part of Germany.

I have, &c.

(Signed) H. T. C. HUNT.

Report on the Trade of Dantzig for the Year 1891.

ABSTRACT of Contents.

	PAGE
Dantzig—	
Trade report	1
Trade generally	2
Imports	2
Exports	4
Merchant shipping of the world	7
Public works	7
Königsberg—	
Trade report	10
Trade generally	10
Imports	10
Exports	12
Shipping	14
Public works	14
Memel—	
Trade report	16
Trade generally	16
Imports and exports	16
Shipping	21
Public works	22
Agriculture	22

Trade generally.

In 1891 the retrograde movement in the volume of trade at this port which began in 1888 ceased, and an improvement took place both in the amount of the imports and of the exports by sea. This increase as against the three preceding years amounts in round numbers to 101,000 tons in the imports, and 74,000 tons in the exports, together 175,000 tons. Notwithstanding this increase, trade as a whole, as also in its several branches, was very fluctuating. Periods of great activity were succeeded by stagnation, and the steady rise, as in former years, of one branch of trade which assisted others were entirely wanting; another reason why the year 1891 has left such unpleasant memories behind it is that circumstances were against an improvement in the agricultural districts surrounding Dantzig.

Imports.

The augmentation in the total of the imports is due (1) to the increased importation of English and Scotch coal; the high price of the land borne, as also inadequate supply from the Silesian coal mines favoured their British rivals; the chief buyers of coal, the railways, consumed only English and Scotch coal; (2) a marked increase took place in the importation of rice, nearly double the quantity being imported in 1891 than in 1890, on account of the bad crop of potatoes and bad harvest of rye in the province of West Prussia; (3) petroleum shows an increased importation as against 1890, in which year the arrivals were below the average of former years. Lard and raw iron show a decreased importation, due in the case of lard to the large stocks on hand at the end of the preceding year, and in that of raw iron to the increased duty levied by Russia, to which country most of it used to find its way, in order to encourage her own raw iron industry.

With regard to the principal articles dealt in here I have to offer the following remarks:—

Coal.

It will be seen from the return of principal articles of import to Dantzig that the total import of coal and coke in 1891 was roughly 100,000 tons more than in 1890. This increase is in favour of Great Britain, the supplies from the German coal fields show a slight decrease as compared with the year 1890. High prices ruled at the pit mouths of the Silesian coal mines, especially in the spring. The constant snowstorms even as late as the month of April prevented the coal owners from fulfilling their contracts as they had great difficulty in transporting their coal to the railways. These drawbacks obliged the large consumers, including the railway companies, to place their orders for fuel in England and Scotland. Prices in England also favoured continental buyers in 1891 as compared with 1890. When the weather improved the Silesian coal trade became very brisk, but it slackened again towards November and December.

Herrings.

The stock of herrings which remained over at the end of 1890 was small in comparison to other years. It amounted altogether to 12,232 tons. Of these 11,119 tons were Scotch cured fish, and

1,118 tons from other countries. The first imported were 1,900 tons from Yarmouth, and 800 tons of the winter catch from Stornoway.

The prices, which were very brisk, were for crown fulls 1*l.* 14*s.* to 1*l.* 16*s.*; crown matties, 1*l.* 11*s.* to 1*l.* 13*s.*, and crown mixed, 1*l.* 10*s.* to 1*l.* 12*s.* The Yarmouth fish fetched 1*l.* 7*s.* to 1*l.* 8*s.* for the full and 1*l.* 5*s.* to 1*l.* 7*s.* for medium full. The Stornoway catch were of poor quality and were sold with difficulty in small parcels at from 15*s.* to 18*s.* Large quantities of fresh herrings, in boxes, were imported from Sweden and were disposed of for local consumption. Sweden also sent a quantity of salted herrings which met with a ready sale at from 17*s.* to 1*l.* 2*s.* per barrel, as the supply of Scotch cured fish was not equal to the demand. The catch of matties off the Hebrides in May and June was small and the quality was nothing like that of former years. A few hundred tons reached Dantzig in June and were sold at 1*l.* 10*s.* to 1*l.* 15*s.* The catch on the east coast of Scotland in July began well, and as the stocks on the Continent were everywhere low the first arrivals found a ready sale at 1*l.* 10*s.* to 1*l.* 14*s.* for crown fulls, and 18*s.* to 1*l.* 6*s.* for crown matties. As the fishing season went on and it was seen that the catch would not amount to what was expected, prices hardened, and in October crown fulls were quoted at 2*l.* 3*s.* to 2*l.* 7*s.*, crown matties, 1*l.* 13*s.* to 1*l.* 17*s.*, and crown mixed, 1*l.* 11*s.* to 1*l.* 13*s.* These high prices prevented sales, and much of the fish remained unsold at the end of the year.

Other cured fish.

The Canadian cured fish are unknown in this part of the world. Dried cod fish from Iceland is imported in small quantities for the use of the shipping; but mackerel and other salt fish as exported from North American ports do not seem to find their way to Dantzig.

Rice.

An unusually large business was done here in rice. The importation was nearly double that of the three previous years. The lower qualities were especially in demand for the country districts owing to the bad potato crop. Only some 87 tons came direct from England. The larger portion reached this in transit from Bremen and other German ports.

Petroleum.

The increased importation of petroleum was not remunerative to the trade, prices falling on account of the establishment of a company which receives the oil by tank steamers from the United States, stores it in its own tanks, of which there are three, each of a capacity of 550,000 gallons, and is then able to undersell the importers of petroleum in barrels.

Lard.

558 tons of lard were imported from England, against 931 tons in 1890 and 626 tons in 1889. Prices ruled low, and when raised several times during the year, found no buyers.

Salt.

9,135 tons of salt were received from Great Britain in 1891, as against 10,720 tons in 1890 and 8,825 tons in 1889. No salt has been imported from Portugal since 1887. Nearly the whole

was disposed of for consumption in the two provinces of East Prussia and West Prussia. Inowrazlaw salt now competes with the English all along the Russian frontier.

Raw iron. Of the 8,330 tons of iron imported in 1891, 7,351 tons came from Great Britain. Most of it found its way to Poland.

Chemicals. 34,378 tons of chemicals were imported in 1891, 7,351 tons came from Great Britain. Poland takes most of it.

Resin The greater part of the resin imported was in transit for Poland. In 1889 1,108 tons came from English ports, but none either in 1891 or 1890. The supply is nearly all now from America.

Tallow. In 1891, 574 tons of tallow were imported from England, as against 1,248 tons in 1890, and 637 tons in 1889. It is nearly all Australian, and is sent to Dantzig for transmission to Poland.

Exports. The exports from the port of Dantzig during the year 1891 were 599,156 tons, valued at 5,475,250*l.*, as against 525,200 tons, valued at 4,642,300*l.*, in 1890. The articles which show an increased export are sugar, molasses, oilcake, rape seed oil, corn, and wood. Sugar is rapidly taking the place of corn as the leading staple of Dantzig.

Corn and grain. The corn trade, which formerly made the fortunes of the merchants of Dantzig, becomes more unsatisfactory every year, and the margin of profit now is so narrow that it is as much as the shippers can do to earn a living by it. Of the total arrivals at this port 43 per cent., roughly 100,000 tons, was shipped to foreign ports. The remainder was disposed of locally. The quality of the corn did not give satisfaction, and much of it was inferior. As the year went on the supplies from Poland ceased, and the stocks having been allowed to run low, some 900 tons of wheat, and 1,800 tons of rye were imported from St. Petersburg to supply the home demand. On August 11 the Russian Government published an order prohibiting from the 27th of the same month the export of rye, rye meal, and bran on account of the famine in Russia. This order almost created a panic on the Dantzig Corn Exchange, and prices rose at once, but were not maintained long. On November 21 the Russian Government issued a further order prohibiting wheat, barley, and oats from leaving the country. These restrictions, on the part of the Russian authorities, caused great loss to the mercantile community, as in many cases they had already paid the dealers in Russia for the corn, and were unable to obtain either the delivery of it or the return of the money.

Wheat takes the lead in the amount of the different kinds of corn exported from Dantzig, being nearly half the total. The export of wheat in 1890 was the smallest recorded for 30 years, and in 1891 it was 1,400 tons less than the preceding year. The export of Great Britain in 1891 was unusually small, only 17,000 tons, or 5,500 tons less than in 1890. The export to Scandinavia was about the same as in the last four years, namely, 23,000 tons. The shipments to Dutch and Belgian ports show an increase on those of the preceding year.

The supply of 1890 rye available for shipment in 1891 was almost double that of 1889. What was not consumed in the province was shipped to Scandinavia.

The barley harvest was a small one, only 15,000 tons, of which half was disposed of for local consumption and the remainder was shipped principally to other ports of Germany. The shipments to Great Britain were very inconsiderable in comparison with former years.

Pulse and maize were not prohibited from crossing the Russian frontier; consequently more came to this port than in any other year since 1888. In all 22,000 tons were dealt with—10,000 tons more than in 1890. Most of it is shipped to Belgium and Holland.

Oil seeds in 1891 show a decrease in the supply of 4,000 tons, as against 1890, the actual figures being 26,000 tons, as against 30,000 tons; 10,000 tons were shipped to Belgium, Holland, and Western Germany.

Stocks at the end of the year were:—

Articles.	1891.	1890.	1889.	1888.
	Tons.	Tons.	Tons.	Tons.
Wheat	16,676	13,326	15,488	37,349
Rye	9,948	2,076	2,183	9,520
Barley	1,358	2,367	1,386	7,141
Oats	197	95	22	105
Pulse	1,305	1,902	933	1,614
Oil seeds	958	1,360	495	861
Total	30,442	21,126	20,507	56,298

Spirits.

In consequence of the bad potato crop in 1890, the price of spirits which had begun to rise towards the end of that year continued to do so in the first months of 1891. The export in 1890 showed an increase over that of 1889, especially to Spain, but at the beginning of 1891 it almost ceased on account of the high prices asked. The new tax on corn brandy has dealt a heavy blow to the spirit trade, and has lessened the consumption considerably. In 1891 speculation was very rife in the trade, and a great loss occurred to those who were unable to hold their stocks.

SHIPMENTS of Spirits from Dantzig.

Country.	1891.	1890.	1889.	1888.
	Tons.	Tons.	Tons.	Tons.
Spain	1,882	6,258	3,996	4,326
France	..	192	16	..
Belgium	169	157	587	404
Holland..	954	1,192	372	407
Great Britain	13	361	272	405
Sweden	1,487	421	173	..
Denmark	718	722	950	364
German ports	9,603	6,935	6,922	11,475
Total	14,826	16,238	13,288	17,381

Sugar. The quiet tone which prevailed in the beetroot sugar market in November and December, 1890, continued into the beginning of 1891. The severe frost in January froze up the Sound, and ships were unable to force their way through the ice. In February the tone became firmer, and a brisk business set in with rising prices; the United States, England, and Holland buying freely. In April the shippers raised their prices, as their stocks were running low. This stopped the shipments, and it was not until July that business was resumed on its becoming known that the stocks in Germany were larger than was supposed. This brought the prices down again.

In the district of which Dantzig is the port of shipment there are 38 beetroot sugar mills in operation; 19 of these are in West Prussia, 3 in East Prussia, and 16 in the province of Posen. To supply these mills with the raw material 95,127 acres of land were in 1891 planted with the sugar beet, as against 92,571 acres in 1890. The total output of these sugar mills was 1,120,488 tons.

Wood. The trade in wood opened badly in 1891. Dantzig's best market, England, was overstocked, and the excessive speculative business in timber the year before made current business very difficult, particularly as large stocks in England were sold by auction, the holders of them being unable to meet their engagements. Towards the end of the year matters improved, and a more healthy tone set in.

Amber. The market in this speciality of Prussia has not altered since last year. The Dantzig dealers are unable to compete with the Königsberg firm, who hold the mining concession from the German Government. Dredging for amber has had to be given up, as the expenses exceeded the returns. When manufactured into beads and ornaments amber finds a ready sale in the east, and also in some parts of Africa. The sales at the Leipzig fair were unimportant, and many descriptions were neglected. Amber ornaments are no longer as fashionable as they were, owing to so much imitation amber being palmed off as real.

Ship building. The Dantzig shipbuilding yards found enough employment in

1891. Mr. Schichau's extensive new yard, a branch of his Elbing works, started work, and gave employment to a number of hands. The greater depth of water at Dantzig as compared with Elbing allows of larger men-of-war being built here. The Elbing works make a speciality of torpedo-boat building.

Merchant shipping of the world.

The subjoined comparative table, published by the principal Dantzig newspaper, on the authority of the Bureau Veritas in Paris, giving the number of merchant vessels and their tonnage belonging to different nations, may be of interest, showing, as it does, the paramount position held by Great Britain. Only sea-going vessels are enumerated. Of these 33,876, of 10,540,051 tons, were sailing ships, and 9,638, of 12,825,709 tons, were steamers. This gives an average size of 311 tons for the sailing vessels, and 1,331 tons for the steamships; 55 per cent. of the total number of steamships, and 63 per cent. of the total tonnage, is under the British flag.

List of Steamships of all Nations.

Country.	Number of Vessels.	Tons.
Great Britain	5,312	8,043,872
Germany..	689	930,754
France	471	805,983
United States	419	533,333
Spain	350	423,627
Sweden and Norway	774	417,065
Italy	200	294,705
Holland	164	220,014
Russia	230	177,753
Denmark..	197	154,497
Austria	111	149,447
Japan	147	123,279
Belgium	55	98,046
Brazil	129	75,970
Greece	68	70,435
Portugal	41	49,363

Public works.

The harbour of refuge for fishing craft at Hela, in the Bay of Dantzig, some 22 miles to the north of this port, towards the construction of which the Provincial Council has voted a sum of 9,000*l.*, has been begun, and it will take two summers to build, it being found impossible to carry on the work during the winter months. The harbour will have an area of 10 acres, and a depth of 10 feet. It will be a great boon to the fishermen of the Bay of Dantzig, who now during strong westerly winds are unable to land at Hela, owing to the heavy sea running. The west mole of the harbour is to be 363 yards long, and the east mole 142 yards long. At present 100 men are employed on the works.

The long-discussed project for diverting the principal outlet of the River Vistula has at last taken a definite shape, and on August 5, 1891, the first sod of the new channel was cut at

Siedlersfähre, and the work has continued ever since. The intention is to make a nearly straight channel for the river to the sea, a dam being thrown across the old river bed, which will, however, be connected with the new outlet by means of a lock at Einlage. The contention is that by this means the volume of water in the Vistula will be kept under better control, and the disastrous inundations which have occurred periodically be prevented. This new mouth of the Vistula will be 270 yards wide at the point where it commences, namely, at Siedlersfähre, increasing in breadth gradually to 440 yards at Schiewenhorst, the place at which it joins the Baltic. The total length of the new channel will be about 4 miles 615 yards, with a minimum depth of 10 feet at Siedlersfähre, and 16 feet at Schiewenhorst. The earth excavated to form the new channel is utilised to make up the protecting banks on each side to a height of 25 feet. The contractors for carrying out this important improvement, for which they are to receive 22,000,000 marks (about 1,100,000*l.*), are a German firm. Curious to say, they employ Italians to do the rough stone work in preference to their own countrymen, who are indifferent stone masons although good bricklayers.

RETURN of Principal Articles of Import to Dantzig during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coffee	2,647	231,650	2,662	247,600
Rice	9,015	87,450	4,548	44,120
Spice	575	28,550	689	35,450
Fruit	2,000	53,400	1,938	48,375
Lard	2,764	105,000	4,127	119,710
Wine	2,051	90,250	2,267	96,400
Herrings	19,614	189,550	18,505	142,350
Salt	9,378	9,375	10,890	10,890
Petroleum	14,755	89,250	10,813	72,990
Raw iron	8,335	23,750	11,788	35,365
Chemicals	34,377	345,150	33,367	300,000
Resin	2,021	20,300	2,212	19,185
Cement	5,366	11,250	4,856	10,145
Stone	20,071	36,950	24,298	45,075
Earthenware	9,173	13,050	9,134	12,885
Coal and coke	302,419	216,600	197,728	146,730
Other articles	74,583	1,559,975	74,909	1,752,730
Total	516,144	3,111,500	414,731	3,139,900

RETURN of Principal Articles of Export from Dantzig during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	49,977	479,800	51,385	516,400
Rye	3,555	115,900	8,356	71,850
Barley	8,874	68,800	13,292	109,000
Oats	945	5,800	670	4,955
Pulse	15,594	142,200	3,078	24,625
Oil seeds	9,910	125,850	9,352	93,000
Flour and bran.. ..	48,649	242,400	60,161	417,910
Spruce	557	13,100	514	11,000
Sugar	136,000	1,882,750	89,596	1,461,950
Molasses	23,553	62,400	9,512	29,010
Spirits	14,951	401,650	16,300	304,250
Wood	239,519	1,085,350	236,372	1,082,050
Rapeseed oil	9,242	277,250	4,600	185,885
Oilcake	11,000	66,000	6,940	39,410
Other articles	16,830	505,950	15,072	296,005
Total	599,156	5,475,200	525,200	4,647,300

RETURN of all Shipping at the Port of Dantzig in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	27	3,132	220	166,052	247	169,184
German	399	78,881	648	246,733	1,047	325,614
Danish	135	10,030	119	51,354	254	61,384
Swedish	22	2,508	132	32,030	154	34,538
Norwegian	21	10,084	48	14,762	69	24,846
Dutch	18	1,831	37	19,723	55	21,559
Russian	8	2,273	2	634	10	2,907
Total	630	108,739	1,206	531,293	1,836	640,032
,, for the year preceding ...	755	116,685	1,132	460,414	1,887	577,099

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	27	3,132	221	166,525	248	169,657
German	399	74,901	643	244,873	1,042	319,774
Danish	134	9,675	119	51,332	253	61,007
Swedish	22	2,618	130	31,412	152	30,901
Norwegian	21	10,084	48	14,762	69	24,846
Dutch	20	2,074	37	19,728	57	21,802
Russian	8	2,367	2	634	10	3,001
Total	631	104,851	1,200	529,266	1,831	634,117
,, for the year preceding ...	746	115,006	1,132	457,783	1,878	572,789

KÖNIGSBERG.

Mr. Vice-Consul Hay reports as follows:—

Trade generally.

Königsberg is by its situation very much dependent on the Russian harvest and arrivals, and has considerably suffered in the year under notice by the sudden Russian prohibition of the export of the different kinds of grain, caused by the result of a bad harvest, which did not suffice even for the home use in Russia.

Although the arrivals from Russia were more considerable than in the preceding year, the result of the grain trade, which is the principal one at this place, was very disastrous in every respect. Trade for the other articles as regards import as well as export was satisfactory, but, taking it altogether, the year 1891 must be considered as unsatisfactory for the Königsberg mercantile community.

Imports.

In round numbers the imports of 1891 exceed those of 1890 by 119,843 tons in quantity, and 1,425,000*l.* in value. The articles which show an increase are coals, salt, pig-iron, stone and building materials, whereas tea, herrings, wine, and lard show a decrease.

Herrings.

With regard to certain articles in which fluctuations took place I have to offer the following remarks:—

	Barrels
Stock of herrings on January, 1891	48,548
Import	248,488
Total	297,036
Stock on hand December 31, 1891	74,660
Sales in 1891	222,376

The prices were, for crown fulls, 1*l.* 10*s.* to 2*l.* 5*s.*; crown matties, 1*l.* 5*s.* to 1*l.* 12*s.*; crown mixed, 1*l.* 3*s.* to 1*l.* 9*s.* The stock of Scotch herrings from 1890 were all sold by March, notwithstanding the competition of the cheaper Swedish herrings. Business in Norwegian herrings was smaller last year than before, the sale only amounting to 60,540 barrels, against 100,664 barrels in 1890, and 114,387 barrels in 1889. The catch of Scotch herrings began at the end of June with very favourable results in the Shetland and Orkney Islands. The catch off the east coast of Scotland promised at first good results, but was very soon interfered with by stormy weather, and was therefore not successful. Prices consequently rose from August, and were lower only in October, when supplies got somewhat larger. 134,647 barrels of Scotch herrings were imported in 1391, against 167,960 barrels in 1890. Norway and Sweden supplied 113,541 barrels in 1891, and 111,075 barrels in 1890. Holland supplied 300 barrels in 1891, against 983 barrels in 1890.

The imports amounted to 5,700 tons in all, of which about 294 tons came from the interior of Germany, 300 tons from Portugal, and all the remainder from Great Britain. Salt.

The price for common white salt was 10*s.* 6*d.* per ton, f.o.b., and 18*s.* per ton at Königsberg. The stock of salt at the end of 1891 was 1,230 tons.

Of the 4,089 tons of pig-iron in 1891, 3,557 tons came from Great Britain, against 2,409 tons in 1890. The export of pig-iron to Russia amounted to 385 tons; the remainder was worked here in the ironworks. Pig-iron.

The consumption of chemicals for bleaching, dyeing, soap boiling, &c., was nearly all supplied by German manufactories, as the German duty prevents the import of the cheaper English chemicals. Chemicals.

2,692 tons of tallow were imported in 1891, prices being, for Buenos Ayres tallow, 1*l.* 8*s.* per cwt.; fine sheep tallow, 1*l.* 9*s.* per cwt.; and best tallow, for house use, 1*l.* 9*s.* to 1*l.* 10*s.* per cwt. Tallow.

The import of these articles amounted to 193,660 tons, of which 176,846 tons arrived by sea, and 16,814 tons by rail from Silesia. In the preceding year the arrivals were 164,414 tons, of which 143,488 tons arrived by sea, and 20,926 tons by rail. Coals and coke.

With the exception of 7,500 tons of Westphalian coke, which arrived by ship from German ports in the North Sea, all the remainder arrived by ship from British ports.

In the spring prices for English and Scotch coals were much lower than for Silesian coals, which, owing to the strong demand in the preceding winter, were 3 pf. to 5 pf. per cwt. higher than in the year 1890. Therefore, only small contracts were made with the Silesian mines, and consequently English coals were more in demand. The mild winter was the reason why business in this article was very slack, and at the end of the year there was still a considerable stock of coals. The return in English coals would be much larger if the German Government did not favour Silesian coal by cheaper rail rates, on account of which merchants at this port cannot successfully take part in the competition for delivery in the province.

Prices of sale per ton at Königsberg were:—

	s.	*d.*		*s.*	*d.*
Scotch steam coals	15	6	to	16	0
English „	16	6		17	0
Steam small	10	0		11	0

Prices for Silesian coals, free waggon, Königsberg, 18*s.* to 18*s.* 6*d.* in summer and 19*s.* to 19*s.* 6*d.* in winter.

	Quantity.	
	1891.	1890.
	Tons.	Tons.
Stock of tea on January 1 ..	286	291
Imported..	1,350	2,435
Total	1,636	2,726
Stock, December 31	370	286
Sales	1,266	2,440

Tea.

Since the existence of the tea trade at this place business has not been so unsatisfactory as in the year 1891. The reason for the diminution of the import of this article to nearly half of the quantity was the small demand, owing to the large stocks of the preceding year; further, the low exchange of roubles and the bad harvest and its consequences in Russia. Besides China tea, which was formerly largely imported viâ Königsberg, was last year mostly forwarded viâ Odessa or there consigned.

The bad experience of the last year, however, which Russian tea merchants had to suffer, lets us hope that, as formerly, this article will find its way viâ Königsberg and so enable Russian merchants to cover their requirements of those qualities which they want in course of the year at the London and Königsberg markets.

Exports.

The exports from the port of Königsberg during the year 1890 exceed those of 1890 by 134,000 tons in quantity and 1,890,000*l.* in value. The result of business was not at all satisfactory, although the export of nearly all the principal articles shows an increase against 1890.

Corn and grain.

The corn trade never was so uneasy and disappointing as in the year 1891.

The Russian prohibition of the export of the different kinds of grain did not allow business to flow in its regular channels. The arrivals of all sorts of grain were immediately after the publication of the Russian prohibition very considerable, as Russian merchants wanted to send over the frontier as much corn as possible before the prohibition came in force. The supplies of grain amounted to 409,487 tons, in 1891 against 337,329 tons in 1890. By sea were shipped 335,720 tons, against 284,840 tons. Of these were shipped to Great Britain—

	Tons.
Wheat	12,869
Rye	571
Barley	2,215
Oats	19,467
Peas, beans, tares	10,107
Hempseed	1,383
Linseed	528

The stocks at the end of the year were—

Articles.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Wheat	20,500	20,400
Rye	25,500	4,050
Barley	2,480	1,880
Oats	4.050	5,500
Beans and peas	8.400	4,640
Linseed	3,400	2,860
Hempseed	2,250	125

Flax, hemp-codilla.

Business in flax was very unsatisfactory owing to the Riga competition. The import of Russian flax amounted to 8,500 tons, of which 4,300 tons was shipped by sea and 3,200 tons by rail, leaving a stock of about 1,000 tons.

The import of hemp is estimated at 25,000 tons, of which 20,000 tons was shipped by sea and 2,000 tons by rail. The stock at the end of the year was 3,000 tons. The trade in this article was brisk and satisfactory. A fair business commenced at the end of the year in hemp-codilla caused by the failure of the jute crop in India. Larger sales were therefore made in this article.

Wood.

The trade in all kinds of wood was very brisk. The increased export of 3,870 tons did not, however, bring with it increased profit on account of the small demand. Only oak sawn timber was largely exported to Fiume as the new duty thereon commenced with January 1, 1892.

Most of the different kinds of wood were shipped to Great Britain and Holland (for Germany). Mining timber was largely exported to England but business was only possible on account of the freights being exceedingly low.

The export of the different sorts of wood is as follows :—

	Tons.
To Great Britain	33,500
Germany	99,150
Belgium and France	40,025
Holland	48,025
Denmark	15,025

Amber.

Trade in this article has been less lively than it has been in former years; this is chiefly caused by the smaller demand in Russia owing to the bad times prevailing there; the export to Austria was also smaller than in the last year, whilst to France, Turkey, North America, China, and Corea it was about the same as in former years. To facilitate business in England, Messrs. Stantien and Becker here have opened a branch office in London.

The output at the mines at Palmnichen was 215 tons, against 160 tons in 1890.

Shipping.

The Russian prohibition of grain has done much damage to the freight market here. Soon after the publication of this prohibition there was, of course, much demand for tonnage, and, consequently, freights rose for some time. Tonnage, however, being offered later on largely, and arrivals from Russia becoming more scarce, freights reached at last a point at which shippers could not make any profit. A great many steamers were consequently laid up. The Frische Haff, which is the natural channel between Königsberg and the seaport Pillau, was navigable for steamers during the whole year from March 15.

Königsberg ice canal.

The preparations for this channel are almost finished, and it is hoped that the work will be commenced in 1893. This channel, which will allow steamers of 17 feet English draught to come up to Königsberg without being lightened, will be ready in about six years, and cost a sum of about 8,000,000 marks.

RETURN of Principal Articles of Import to Königsberg during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Tea	2,711	243,990	4,726	425,385
Coffee	1,899	170,940	1,938	174,474
Rice	4,844	53,287	2,849	17,094
Spices	364	15,665	406	24,361
Fruits	845	15,213	781	23,726
Tallow	2,692	127,893	2,022	96,087
Coals	193,660	174,294	164,414	14,797
Salt	13,914	13,219	5,261	5,950
Building material ..	17,938	26,907	28,892	43,338
Iron	4,419	13,257	3,795	11,377
Petroleum	10,794	67,462	11,231	78,619
Wine	4,046	303,510	3,597	269,827
Herrings	37,273	335,458	41,880	307,818

RETURN of Principal Articles of Export from Königsberg during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	134,928	1,146,894	120,634	856,500
Rye	46,600	368,140	50,441	287,513
Barley	19,470	124,121	20,592	119,433
Oats	47,060	252,947	41,774	219,318
Flour	38,980	506,748	15,818	229,770
Hemp	48,483	1,236,316	38,055	989,430
Flax	32,573	928,330	28,987	724,675
Codilla	6,006	114,118	4,457	73,549
Wood	143,065	377,398	139,187	364,697
Oilcakes	6,348	39,993	1,349	7,825
Sugar	9,258	146,687	1,768	32,504
Rags	8,670	56,538	5,991	49,432

RETURN of all Shipping at the Port of Königsberg in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	29	2,910	193	148,648	222	151,558
German	274	19,068	728	237,804	1,002	256,872
Danish	139	13,902	148	98,845	287	112,747
Norwegian	26	10,246	82	21,418	108	31,664
Swedish	12	1,060	110	26,353	122	27,413
Dutch	25	2,105	33	15,582	58	17,687
Belgian	1	130	10	9,000	11	9 130
Russian	11	2,112	3	784	14	2,896
Italian	2	1,783	...	...	2	1,783
Austrian	1	749	...	...	1	749
Total	520	54,065	1,307	558,434	1,827	612,499
,, for the year preceding ...	655	63,429	1,186	482,056	1,841	545,485

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	28	2,813	193	146,960	221	149,773
German	278	21,091	717	234,568	995	255,659
Danish	143	13,492	145	95,944	288	109,436
Norwegian	25	8,629	75	20,225	100	28,854
Swedish	13	1,223	113	27,040	126	28,263
Dutch	16	1,512	32	15,120	48	16,632
Belgian	1	130	10	9,000	11	9,130
Russian	11	2,112	3	784	14	2,896
Italian	2	1,783	...	...	2	1,783
Austrian	1	749	...	...	1	749
Total	518	53,534	1,288	549,641	1,806	603,175
,, for the year preceding ...	609	58,460	1,201	479,630	1,810	538,090

MEMEL.

Mr. Vice-Consul Pietsch reports as follows:—

Trade generally.

The general depression of trade did not fail to exercise its influence upon the commerce at this port. The results derived from most of the branches of trade at this place must be considered unsatisfactory. Notwithstanding the increase in the return of shipping, a decrease in the value of the total return is to be recorded.

Imports and exports.

The value of the import amounted to 1,140,256*l.*, of the export to 1,345,401*l.*, together 2,485,657*l.* In the year preceding, the value of the total return amounted to 2,685,383*l.*

Shipping.

The total return of shipping at this port was as follows:—1,084 vessels of 315,762 tons entered, and 1,102 vessels of 319,937 tons left this port. The total return shows an increase of 36,000 tons in comparison with 1890.

Wood.

The profits yielded by the wood trade proved to be unfavourable to the dealers here. In the most important articles of this branch, namely, sawn wood and fir sleepers, losses are only to be recorded. The stocks in spring were so large and the demand so insignificant that prices had to continually recede. Oak staves left some profit and were asked for during the whole year. Moderate profits were derived from fir beams belonging to the last supplies; those of the old stock were sold without profit. These unfavourable results in the wood trade were caused by the large stocks accumulated everywhere, not only in Russia, but also in Sweden, Norway, and America, which countries all had produced more than the market demanded. In autumn, business got better; the new supplies were much smaller than usual, and in consequence next year will show a more remunerative business.

Shipment of wood.

The value of all the shipments of wood consisted of 902,905*l.*, against 809,860*l.* in 1890. The shipments took place in 592 steamers of 233,848 tons, and in 441 sailing vessels of 61,570 tons, together 295,418 tons; in the year preceding 251,180 tons were exported.

Wood supplies from Russia.

The total value of all the supplies which arrived here from Russia amounted to 491,615*l.*, whereas in 1890 for 621,955*l.*, and in 1889 for 715,825*l.* came down. Of red wood and white wood round timber only a little more than one-third of the year preceding were brought down. Likewise of sleepers and of fir timber one-fourth less came to this place.

With reference to the different articles of wood I have to report as follows:—

Fir timber and planks.

The new arrivals from Russia consisted of about 20,000 loads; but hereto are to be added the unsold remainder of about 18,000 loads of the year preceding. The reports from England promising a rise in the timber trade the whole quantity was bought by the dealers here at pretty high rates, and in spring the

stock on hand was pretty large. At the quotations in the foreign markets a small profit could be made from the supplies of 1891, but a considerable loss had to be sustained on the timber from the old stock. In spring the following prices could be obtained:—

	Price.*						Average Length.
	£	s.	d.	£	s.	d.	Feet.
For I middle	2	6	0 to	2	9	0	25 to 27
II „	2	0	0	2	2	6	
building timber	1	15	0	1	17	6	
planks	1	15	0	1	17	6	

These rates did not undergo any considerable fluctuation during the course of the year.

Wainscots. Of this article no fresh supplies either by water or by railway arrived at this place.

The shipments effected from here were of the old stocks. The demand in England was dull; the prices paid were 3*s.* 9*d.* to 4*s.* 3*d.* per running foot crown.

Oak staves. Business in oak staves continued brisk during the whole year; prices paid showed a rising tendency. The arrived parcels found ready buyers at this place, and were soon disposed of to foreign markets at 190*l.* to 197*l.* 10*s.* per mille crown, c.i.f., east coast of England.

The new supplies from Russia amounted to 1,240 mille reduced pipes, against 1,175 mille in 1890. At the close of the year about 210 mille remained unsold in the hands of the Russian merchants.

Sleepers. Heavy losses had to be sustained in this article. In the expectation, that in the winter, 1890–91, the production in the Russian forest would be more confined, and that on account of the high Russian exchange Riga would not be able to make hard competition, our dealers insisted upon their demands of 1*l.* 10*s.* to 1*l.* 11*s.* per load of eight pieces usual. At these quotations, however, only a small part of the large stocks could be cleared off. In summer it was seen that the above mentioned expectations proved to be unfounded. The larger supplies from Russia, connected with the considerable decline of the rouble exchange, exercised a receding tendency upon the sleeper market. In autumn 1*l.* 8*s.* 6*d.*, and at the end of the year even 1*l.* 7*s.* 6*d.* were obtainable only. Sleepers, measuring 6 inches surface were very low in price, viz., 15*s.* per load. 610,000 pieces of sleepers came down, against 805,000 pieces in 1890. 3*s.* to 3*s.* 2*d.* were paid per one piece of usual dimensions. 844,137 pieces, value 130,840*l.*, were shipped.

Fir railroad sleepers. A very lively and remunerative business was made in this

* All per load of 50 cubic feet English, f.o.b.

article. 1*s.* 6*d.* were paid per piece, measuring 6 inch by 10 inch, and 2·70 metres long. The new supplies consisted of 574,000 pieces, against 308,000 in the year preceding. Nearly this whole quantity, together with the pretty considerable old stock, were shipped until the close of the year. Of these 6 inch by 10 inch sleepers nearly all are going to Germany, whilst the fir sleepers, measuring 10 inch by 10 inch are all shipped to Great Britain.

Oak railroad sleepers.

On the whole, business in this article was satisfactory; 4*s.* per piece, 6 inch by 10 inch, were paid.

Sawn wood.

For all sorts of sawn wood business was very unfavourable; the decline in prices which set in in autumn, 1890, continued, and the large stocks could not be disposed of. England did not buy much; Sweden, Norway, and Russia had provided that country abundantly. In Germany the demand was also dull. In consequence, some firms got straitened for money, and of course this contributed greatly to depress the prices still more. In summer, 1891, it was evident that the new supplies would be very small, and scarcely half of the sawing mills could find occupation in cutting these supplies. Naturally, the sellers insisted upon higher prices, and consequently the cheap offers to foreign countries ceased. Towards the close of the year a petty rise in prices took place, and a considerable quantity, especially to England, was shipped.

Red and white wood planks.

Red wood planks were not much asked for during spring and summer, and prices had to give way. Only 6*l.* 15*s.* to 6*l.* 10*s.* per standard for No. 1 middle sort, and 1*l.* less for No. 2 sort, transitu, could be obtained. In summer, some cargoes were shipped to America at higher rates. In autumn the demand in England increased, 7*l.* 5*s.* to 7*l.* 10*s.* were granted. White wood planks were likewise dull. In the first half of the year sales were effected at 6*l.* to 5*l.* 17*s.*; in autumn business improved, and larger quantities at 6*l.* 15*s.* to 7*l.* could be shipped. The total quantity of red and white wood planks shipped, consisted of 11,738 standards, of the value of 69,755*l.*, against 11,702 standards, of the value of 74,635*l.*, in the preceding year.

Red and white wood deals.

For red wood deals of first quality, 1*s.* to 1*s.* 4*d.* per cubic foot English were paid; the inferior sorts fetched 7*d.* to 11*d.* per cubic foot according to quality. The price for white wood deals is usually some pence less. In autumn the demand increased, and shipments were effected at satisfactory prices. The shipments of all sorts of deals consisted of 147,470 loads, of the value of 284,510*l.*, against 139,830 loads, value 278,565*l.*, in 1890.

Grain.

One of the next chief articles of Memel export is grain.

The return therein scarcely reached the extension of last year, and the result did not satisfy. In spring as the old stocks and the supplies proved to be unexpectedly small, prices took suddenly a violent upward tendency. In autumn the new harvest brought a general disappointment; and as the Russian Government published the prohibition of the grain export, a precipitation in providing with the large supplies rushing in from

Russia before the prohibition entered into force, took place. These purchases proved to be too hasty, because the abovementioned supplies, especially in rye, were extraordinary large, and America threw overpowering masses of grain upon the European market. The total export from Memel amounted to 6,937 tons, value 44,450*l.*, in 1890. On the special articles of grain I have to remark as follows:—

Wheat. In 1891 nothing was exported, whereas in 1890 115 tons, of the value of 1,030*l.*, were shipped. The price was 9*l.* 10*s.* to 11*l.* in spring, and 10*l.* 10*s.* to 12*l.* in autumn per ton of 20 cwts., duty free.

Rye. 1,319 tons, value 11,000*l.*, were exported, against 2,349 tons, of the value of 16,740*l.*, in the year preceding. 7*l.* 10*s.* to 9*l.* in spring, and 10*l.* to 11*l.* 10*s.* in autumn was paid.

Oats. Of oats 4,075 tons, value 25,000*l.*, against 4,054 tons, value 24,130*l.*, in 1890 were exported. The prices were, in spring, 6*l.* 10*s.* to 7*l.* 10*s.*; in autumn, 7*l.* 10*s.* to 8*l.*

Barley. 502 tons, of the value of 3,000*l.*, were shipped against 387 tons, value 2,210*l.*, in the year preceding; 6*l.* 5*s.* to 7*l.* 10*s.* in spring, and 7*l.* 10*s.* to 8*l.* in autumn were paid.

The above quotations are all for 1 ton of 20 cwt., duty free.

Linseed. Export, 1891, 4,994 tons, of the value of 45,000*l.*, against 7,418 tons, value 63,580*l.* in 1890. The stocks from the year before were small. Business was dull and the profit insignificant. The harvest of the neighbouring districts gave poor results. The competition of Libau, and the other Russian Baltic ports, as well as the rich supplies of East Indian and American linseed to the western markets, rendered the trade at this place still more difficult than in former years.

The following prices were paid:—in spring, 9*l.* to 9*l.* 10*s.*; in autumn, 9*l.* 10*s.* to 10*l.* for fine quality; in spring, 7*l.* 10*s.* to 8*l.* 10*s.*; in autumn, 8*l.* to 9*l.* for middle quality, all per ton of 20 cwts.

Flax. The return in flax was brisk, and the result in comparison with those of the two years preceding satisfactory. The flax crop in Russia had yielded good results; our flax had grown very fine, and could successfully compete with the Russian flax. Owing to the favourable influence of the weather considerable quantities of flax could be brought to the market in the months of November and December, and found ready buyers. Prices paid were 6*s.* to 6*s.* 7*d.* for crown, and 4*s.* to 4*s.* 3*d.* for fourbrand per 15½ kilos. The transactions taking place exceeded those of last year by about 1,800 tons (value about 34,000*l.*).

The export took place by railway only, namely:—

Year.	Quantity.	Value.
	Tons.	£
1891	3,799	73,000
1890	2,080	39,150

Imports. Coals.

In the year under report business in coals left a moderate profit only. A long winter kept the shipping in the rivers closed until April 15, and confined business to the return in this town and district, and to the export by railway. The competition of the Silesian coals was very remarkable here, which, owing to the cheap railroad fares from Silesia, comes now even to the neighbouring town of Tilsit. The merchants here have repeatedly addressed petitions to the Minister for Railroads and Public Affairs, expressing their wish that the Government may apply to the English coals exported from Memel to other places in East Prussia the same tariff and conditions which are allowed to the Silesian coal; but until this date these petitions have been without success. In the month of May and June some considerable transactions took place. English forge-coals were exported into the province by railway; the quality of this coal is preferred to the Silesian coal. Disturbances by strike movements were not perceptible. Prices for English and Scotch steam coals remained very firm; only coals for brick-kilns declined by 50 per cent. nearly.

The selling prices were as follows :—

	s.	d.	to s.	d.
For English Westhartly machine coal	0	11	1	0
Hull and Scotch steam coal	0	9½	0	11
Sunderland forge-coal	0	11½	1	0½
Hartlepool nut coal	0	10	0	11½
Newcastle brick-kiln	0	6½	0	7½

all per 50 kilos., free on board or waggon here.

The total import of English and Scotch coals consisted of :—

Year.	Quantity.	Value.
	Tons.	£
1891	54,717	43,775
1890	57,356	51,500

The import consisted of :—

Herrings.

Articles.	Quantity.	Value.
	Barrels.	£
Scotch herrings	9,282	13,925
Norwegian „	12,405	13,645
Swedish „	11,610	7,545
Total	33,297	35,115
The whole stock amounted to	9,103	..
Total	42,400	..
Of these remained in stock December, 1891 ..	10,800	..
The whole return was therefore ..	31,600	..
Against, in 1890	37,192	..

At the commencement of the year business in Norwegian herrings was satisfactory; the old stock as well as the new supplies from January and February could be disposed of. During the course of the summer no new supplies arrived here, only in the month of September the fresh ones arrived. Fishing in Norway had yielded small herrings only, which could be sold at rising prices until the month of November. Business in Swedish herrings was lively, but the supplies were large and prices declined. Fishing in Sweden gave abundant results. At the commencement of the year the old stocks of Scotch herrings could be realised at firm rates. Fishing on the Scotch coast was not abundant, and the result fell back by about 200,000 barrels compared with the year preceding. Prices experienced a considerable advance, and the quotations reached a height not known here for many years. At the end of the year the demand slackened, and business got quite dormant. The Russian consumer being one of the chief buyers of herrings had, in consequence of the prohibition of the grain export, to confine his expenditure as much as possible, and this is one of the chief causes of the dull demand.

For the fresh supplies of Scotch herrings the following prices were paid:—

	£ s.	£ s.
For crown brand matties..	1 13 to	1 12
ihlen	1 11	1 10
mixed	1 10	1 9

Towards the close of the year these prices declined by 5*s.* to 4*s.* per barrel. The above prices are all per barrel in bond. In the year preceding the prices paid were about 40 per cent. lower than the above quotations.

Salt. The return amounted to 4,688 tons, against 3,948 tons in 1890, all being English salt. The return had increased by about 750 tons, but on the whole business was not remunerative. Of English salt was imported 5,650 tons, of the value of 5,090*l.*, against 2,095 tons, value 1,885*l.*, in the year 1890.

Petroleum. At the end of 1890 the stock was about 1,200 barrels; in 1891 5,400 barrels of American petroleum were imported. Prices ranged between 13*s.* 6*d.* to 12*s.* 3*d.* per 50 kilos., duty free. Business was quiet and the profit small.

Imperial bank. The branch establishment of the Imperial Bank at this place had the following return:—

	£
In the Lombard business	1,331,680
Bills of exchange discounted	2,695,365
Cheque and Giro transactions..	4,613,935
Total	8,640,980
Against, in 1890	9,408,850

Shipowning. Freights were low, and shipowning had to suffer therefrom. Sailing ships did not find sufficient occupation during the whole

year; steamers, however, were asked for, and especially chartered for timber cargoes. In some cases even a small improvement in freights took place. Freights ranged between 7*s.* 9*d.* to 9*s.* per load of timber, as well as 18*s.* 6*d.* to 1*l.* 4*s.* per standard of planks to coal ports of the east coast of Great Britain. For shares 8*l.* 10*s.* to 12*l.* per mille, and for sleepers 7*s.* 6*d.* to 8*s.* 6*d.* per load were paid. The wages for sailors were about 2*l.* 12*s.* per month.

At the end of the year 23 sailing vessels, containing 8,811 register tons, and 4 sea-going steamers, containing 2,492 register tons, belonged to this port.

Industries. Business in artificial manure did not show the good results as in the preceding year. 4,674 tons of sulphuric and nitric acid and 11,613 tons of artificial manure have been produced, for the production of which 10,278 tons of different raw materials have been used, against 7,546 tons in 1890.

The two iron foundries at this place built several small steamers and steamship machines; further, they produced different agricultural machines and other implements for agricultural purposes.

Harbour. All harbour works have been kept in good order. Steam dredgers have been employed keeping the river, winter-harbour, the inner part of the harbour, as well as the channel leading from the Baltic to the harbour to the usual sufficient depth.

New railroad line. The railway line from Memel to Bajohren, on which I wrote in my report for 1888, had been completed until Collatin, about half of the way to Bajohren, and was opened and given over to the Public Communication on June 15, 1892. Bajohren is a Prussian village quite close to the Russian frontier, about 12 miles distant from Memel. Expectations are entertained that a direct connection with the railway lines in the Russian Empire will be a question of time only.

Agriculture. The harvest in this district has not been satisfactory. Wheat and rye were under middle in quantity, but the proprietors were somewhat indemnified by the high prices. Hay gave good results. Potatoes were good both in quantity and quality; but on account of the high grain prices high prices had to be paid.

The prospects for the crop in 1892 are good up to now. All grain fruits are expected to give pretty rich results. Hay is good in quantity and quality. Potatoes have grown well.

The rates adopted in this report for the conversion of German money and weights into English equivalents are 20 marks for the 1*l.* sterling, and 20 cwts. for 1 ton.

Annex A.—Return of all Shipping at the Port of Memel in the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	786	80	58,380	85	59,166
German	432	61,907	567	194,689	781	256,596
Danish					62	
Dutch					52	
Swedish					48	
Norwegian					36	
Russian					20	
Total	437	62,693	647	253,069	1,084	315,762
,, for the year preceding ..	465	66,025	575	213,079	1,040	279,104

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	786	80	58,380	85	59,166
German	444	61,342	573	199,429	799	260,771
Danish					62	
Dutch					52	
Swedish					48	
Norwegian					36	
Russian					20	
Total	449	62,128	653	257,809	1,102	319,937
,, for the year preceding ...	490	67,214	571	211,502	1,051	278,716

Annex B.—Return of Principal Articles of Export from Memel during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	393,000	902,905	334,900	809,860
Flax	3,799	73,000	2,800	39,150
Linseed	4,994	45,000	7,418	63,550
Grain	6,229	42,750	6,937	44,450
Manure	14,907	81,937	13,070	75,170
Other articles	53,000	199,809	56,000	219,663
Total	475,929	1,345,401	421,125	1,251,843

RETURN of Principal Articles of Import to Memel during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	210,000	491,615	305,000	649,581
Coals	54,717	43,775	57,356	51,500
Herrings	3,500	35,115	3,300	26,785
Flax	3,120	60,060	2,650	49,705
Linseed	3,000	25,270	6,077	50,135
Salt	5,656	5,090	2,238	2,150
Linen, woollen, and cotton ware	260	64,575	320	80,825
Colonial produce ..	3,210	76,920	3,090	73,020
Rum, wine, spirits ..	722	53,373	620	44,072
Other articles	50,000	284,463	30,000	271,998
Total	334,185	1,140,256	410,651	1,299,771

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Memel from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	610,000	550,000	70,000	80,000
Germany	530,000	500,000	300,000	350,000
Russia	20,000	25,000	650,000	750,000
Other countries ..	185,401	176,843	120,956	119,771
Total	1,345,401	1,251,843	1,140,256	1,299,771

LONDON:
Printed for Her Majesty's Stationery Office,
BY HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 10 | 92—H & S 1412)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1165.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT FOR THE YEAR 1893-94

ON THE

BUDGET OF THE GERMAN EMPIRE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 990.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—52.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.	No.		Price.
1045.	Nantes	1½d.	1105.	Loanda	3d.
1046.	Belgrade	2d.	1106.	Macao	½d.
1047.	Fiume	1d.	1107.	Canton	1d.
1048.	Wuhu	1d.	1108.	Paramaribo	1½d.
1049.	Cagliari	1d.	1109.	Tunis	1½d.
1050.	Erzeroum	1d.	1110.	Sofia	3d.
1051.	Syra	1d.	1111.	Brunei	1½d.
1052.	Cherbourg	1d.	1112.	Athens	2½d.
1053.	Lima	1d.	1113.	Alexandria	2d.
1054.	Bilbao	1½d.	1114.	Vienna	1d.
1055.	Cadiz	2d	1115.	Stettin	2½d.
1056.	Corunna	2½d.	1116.	Berne	1d.
1057.	Saigon	1d.	1117.	Palermo	2½d.
1058.	Port-au-Prince	1d.	1118.	Tokio	1½d.
1059.	Trebizond	1d.	1119.	St. Petersburg	3d.
1060.	Barcelona	1½d.	1120.	Teneriffe	1d.
1061.	Tainan	1d.	1121.	Damascus	1d.
1062.	Smyrna	1½d.	1122.	Naples	2d.
1063.	Old Calabar	½d.	1123.	Hakodate	1d.
1064.	Samoa	½d.	1124.	Montevideo	2½d.
1065.	Tahiti	1d.	1125.	Stockholm	1½d.
1066.	Chefoo	6d.	1126.	Dantzig	2d.
1067.	Gothenburg	2d.	1127.	The Hague	1½d.
1068.	Buenos Ayres	1½d.	1128.	Odessa	1d.
1069.	Loanda	1½d.	1129.	Berne	1½d.
1070.	Guatemala	1d.	1130.	Malaga	3d.
1071.	Zanzibar	1d.	1131.	Rome	2½d.
1072.	Charleston	2½d.	1132.	St. Jago de Cuba	4½d.
1073.	Nice	1d.	1133.	Munich	1½d.
1074.	Caracas	1d.	1134.	Meshed	1d.
1075.	Lisbon	2d.	1135.	Guayaquil	½d.
1076.	Calais	2d.	1136.	Rio de Janeiro	4½d.
1077.	Rio Grande do Sul	5½d.	1137.	Tonga	1d.
1078.	Philadelphia	2½d.	1138.	Copenhagen	1d.
1079.	Brindisi	2d	1139.	Tangier	1½d.
1080.	New York	2d.	1140.	Buenos Ayres	2½d.
1081.	San Francisco	1½d.	1141.	Para	1d.
1082.	Frankfort	4d.	1142	Baghdad and Bussorah	1½d.
1083.	Hiogo	1½d.	1143.	Christiania	5½d.
1084.	Tokio	1½d.	1144.	Old Calabar	2d.
1085.	Amsterdam	1d.	1145.	Trieste	1½d.
1086.	San Francisco	3d.	1146.	Quito	1d.
1087.	Bangkok	½d.	1147.	Buenos Ayres	6d.
1088.	Söul	1½d.	1148.	Bogotá	1d.
1089.	Chiengmai	1d.	1149.	The Hague	2d.
1090.	Copenhagen	½d.	1150.	Mexico	2½d.
1091.	New Caledonia	½d.	1151.	Florence	1d.
1092.	Bushire	2d.	1152.	Calais	1d.
1093.	Tamsui	1d.	1153.	Lorenzo Marques	1½d.
1094.	Dunkirk	1d.	1154.	Patras	1d.
1095.	Port Said	1d.	1155.	Taganrog	1d.
1096.	Guatemala	½d.	1156.	Stockholm	1d.
1097.	Chungking	9d.	1157.	Washington	2d.
1098.	Nagasaki	1d.	1158.	Paris	1½d.
1099.	Constantinople	2d.	1159.	Bengazi	1d.
1100.	Buenos Ayres	½d.	1160.	Santos	2½d.
1101.	Shanghai	2d.	1161.	Buenos Ayres	1½d.
1102.	Jeddah	½d.	1162.	Nantes	1d.
1103.	Chicago	3d.	1163.	Beira	5d.
1104.	Erzeroum	½d.	1164.	Galveston	1½d.

No. 1165.

Reference to previous Report, Annual Series No. 990.

GERMANY.

BERLIN.

Sir E. B. Malet to the Earl of Rosebery.

My Lord, *Berlin, March* 3, 1893.

I HAVE the honour to transmit to your Lordship herewith a Report by Mr. Le Poer Trench, Her Majesty's Secretary to Embassy, on the Budget of the German Empire for the Financial year 1893–94.

I have, &c.
(Signed) E. B. MALET.

Report on the Budget of the German Empire for the Financial Year 1893–94.

ABSTRACT of Contents.

	PAGE
Expenditure for 1893–94 compared with final budget of 1892–93—	
Foreign Office and Colonial Department	2
Interior Department	2
Army	3
Navy	3
Department of Justice	3
Treasury	3
Disbursements to Federal States	4
Printing office	5
Posts and telegraphs	5
State railways	5
Public Debt of the Empire	5
General pensions fund	6
Invalid fund	6
Floating capital	6
Revenue for 1893–94 compared with final budget of 1892–93—	
Customs and excise	7
Posts and telegraphs	7
State railways	7
Imperial Bank	7
Administrative departments	8
Balance from budget of 1891–92	8
Federal contributions	8
Extraordinary revenue	8

Expenditure ordinary and extra-ordinary.

The Budget for the financial year 1893–94 provides for an expenditure of 63,697,528*l.*, made up of ordinary permanent expenditure 50,315,023*l.*, and of non-recurring and extraordinary expenditure 13,382,505*l.*

Revenue.

The revenue of the German Empire is estimated at a similar amount, to be derived from the proceeds of customs duties, indirect taxes, and administrative receipts of the Empire. The deficiency is to be made up by contributions from the Federal States, and if these are not found sufficient a loan will be raised in the course of the financial year.

Budget for 1892–93.

The Budget for 1892–93, estimated at 61,120,829*l.*, amounted to 60,861,348*l.*

Comparison of Budgets of 1892–93 and 1893–94.

The annexed Tables I. and II. give the chief items of expenditure and revenue in the present Budget, and the corresponding figures in the final Budget for 1892–93. A comparison of the two Budgets shows that the estimated Budget for 1893–94 is 2,576,699*l.* more than the estimated, and 2,836,180*l.* more than the final Budget for 1892–93.

Items I., II., and III. have undergone very little change, and, therefore, call for no remarks.

Foreign Office and Colonial Department.

Under this heading there is an increase in the estimated ordinary expenditure for 1893–94 of 10,215*l.* The extraordinary expenditure is estimated at 169,430*l.*, being an increase of 17,815*l.* as compared with 1892–93. Details of increase and decrease are given in Table III.

Interior Department.

The sum required for the ordinary expenditure of this department is 297,238*l.* in excess of the final vote for 1892–93. Of this amount 1,705*l.* is for enforcing Rinderpest regulations on the Russian and Austro-Hungarian frontiers; 172,854*l.* goes to increase the vote for allowances payable for insurance against old age and infirmity. In accordance with the Law of May 10, 1892, 100,000*l.* is asked for the support of families of soldiers belonging to the reserve during the period the latter are called out for training; 1,750*l.* is required for the increase of pay of the staff, and current expenses of the Statistical Commissioners; 987*l.* for increase of staff of the Statistical Department; 9,176*l.* for increase of pay of officials and other expenses of the Patent Office; 9,796*l.* for general expenses of the Imperial Insurance Office, and the balance of 962*l.* for increase of pay of other officials belonging to the Interior Department.

The extraordinary expenditure is estimated at 1,899,895*l.*, being an increase of 1,364,147*l.*, as compared with the final vote for 1892–93. The chief items of expenditure for 1893–94 are:—

Description.	Amount.
	£
Construction of Imperial Insurance Office, 3rd instalment..	30,000
Purchase of ground for constructing a building for the Sanitary Department and laying foundations of the same	34,500
Purchase of furniture, carpets, &c., for the new Reichstag, 1st instalment	5,000
Purchase of pictures, statuary, and decorating the new Reichstag	17,000
Construction of a building for the 2nd section of the Physical Technical Imperial Institute, 1st instalment ..	17,500
For support of families of police sent to enforce Rinderpest regulations on the Russian and Austro-Hungarian Frontiers, from July 1, 1882, to March 31, 1893.. ..	12,627
Construction of new Reichstag building, 12th instalment ..	180,000
Construction of canal between the North Sea and the Baltic, 7th instalment (Prussia provides 500,000*l.*, and 1,100,000*l.* comes out of an Imperial loan)	1,600,000

War Office and army.

Compared to the final vote for 1892–93 there is a small increase of 44,387*l.* in the ordinary expenditure of the War Office and army. The estimated extraordinary expenditure for 1893–94 is 7,856,302*l.*, being an increase of 581,667*l.* compared with the final sum voted for 1892–93. Details of this vote will be found in Table IV.

Cost of the German army.

The total ordinary and extraordinary expenditure of the German army amounted, in 1892–93, to 28,638,893*l.* For 1893–94 it is estimated at 29,264,947*l.*, showing an increase of 626,054*l.*

Navy Department and navy.

There is an increase of 179,870*l.* in the ordinary, and a decrease of 7,662*l.* in the extraordinary expenditure of this department compared with the final vote for 1892–93. For detailed expenditure see Table V.

Cost of the German navy.

The total ordinary and extraordinary cost of the German navy amounted in 1892–93 to 4,270,467*l.* For 1893–94 it is estimated at 4,442,675*l.*, showing an increase of 172,208*l.*

Department of Justice.

The estimated ordinary expenditure of this department shows a trifling increase of about 300*l.* The extraordinary expenditure is put down at 60,000*l.*, the whole of that sum being required for building offices in connection with the new Imperial Courts of Justice.

Treasury Department.

The ordinary expenditure of the Treasury Department is estimated at 17,712,942*l.*, being a decrease of 90,045*l.* compared with the final vote for 1892–93.

Description.	Amount.
	£
The vote consists of sums required to be disbursed for the Federal States out of the proceeds of the customs, tobacco, stamp, and brandy duties, which is put down at	17,460,900
Vote for Treasury Department	27,446
Special fund placed at the disposal of the Emperor for gifts and charities	150,000
Maintenance of Imperial Palace at Strasburg	1,200
Strasburg University	20,000
Compensation for property taken in neighbourhood of fortresses	18,190
Coinage	5,000
Expenses of customs and excise departments	22,241
Sundry small votes	7,965

The sum of 17,460,900*l.* is distributed among the Federal States on the same principle of assessment as is employed in assessing Federal contributions.

Federal States.	Amount.
	£
Prussia	10,582,760
Bavaria	1,976,538
Saxony	1,237,392
Wurtemberg	719,442
Baden	585,283
Alsace-Lorraine	566,470
Hesse	350,755
Hamburg	219,902
Mecklenburg-Schwerin	204,310
Brunswick	142,641
Oldenburg	125,399
Saxe-Weimar	115,198
Anhalt	96,076
Saxe-Meiningen	79,073
Saxe-Coburg and Gotha	72,955
Bremen	63,745
Saxe-Altenburg	60,361

The balance of 252,600*l.* is distributed, on the same principle, among the remaining nine small Federal States.

The extraordinary expenditure is put down at 10,930*l.*, being 205,640*l.* less than in 1892-93. The decrease is accounted for by the disappearance from the estimates of the item of 200,000*l.* as compensation to Hamburg for cost of joining the Tariff Union, and the reduction of 5,640*l.* in the sum required for compensation for property acquired by the Government in the neighbourhood of fortresses, the vote for that purpose having amounted in 1892–93 to 16,570*l.*

Imperial Railway Department.

The estimated expenditure of this department is 16,641*l.*, or 1,229*l.* more than in 1892–93. The extraordinary expenditure is

put down at 200*l.*, which is required to cover the travelling expenses of a railway official to the Chicago Exhibition. Under the heading of extraordinary expenditure a sum of 10,985*l.* is required for enlarging the Imperial printing office. Imperial printing office.

This item, which also comes under the heading of extraordinary expenditure, is put down at 507,560*l.*, being an increase of 145,023*l.* compared with the vote for 1892–93. The whole of this sum is required for building new post and telegraph offices, and for a telephone station in Berlin. Administration of the Imperial posts and telegraphs.

In 1892–93 the extraordinary expenditure of the administration of the Imperial railways amounted to 717,425*l.* For 1893-94 it is estimated at 669,340*l.*, showing a decrease of 48,084*l.* This sum is required for the construction of branch railways, bridges, and railway stations, and to cover the increased expenses of management. Administration of the Imperial railways.

The expenditure of the Public Debt Department amounts to 14,550*l.*, or 1,635*l.* more than in 1892-93. The service of the Public Debt takes 3,283,750*l.*, viz. 3,155,000*l.* for interest on the 4 per cent., 3½ per cent., and 3 per cent. loans, and 128,750*l.* for interest on Treasury Bills, &c., total 3,283,375*l.*, or 253,375*l.* more than in 1892-93. Debt of the Empire.

The debt consists of a 4 per cent. loan for 22,500,000*l.*; of loans, bearing 3½ per cent. interest, for 35,607,142*l.*; and of 3 per cent. loans for 33 625,000*l.*

The annual interest on the 4 per cent. loan amounts to 900,000*l.*, and is shared as follows:—

Description.	Amount.
	£
By all Federal States	623,232
„ „ except Bavaria..	158,305
„ „ „ „ and Wurtemburg ..	118,463
Total	900,000

The annual interest on the 3½ per cent. loans comes to 1,246,250*l.*, and is shared as follows:—

Description.	Amount.
	£
By all Federal States	1,187,641
„ „ except Bavaria..	43,314
„ „ „ „ and Wurtemberg ..	15,295
Total	1,246,250

The sum of 1,008,750*l.* is required for the 3 per cent. loans, and is shared as follows:—

Description.	Amount.
	£
By all Federal States	978,284
„ „ except Bavaria	22,176
„ „ „ „ and Wurtemberg ..	8,290
Total	1,008,750

The total debt of the German Empire is 91,732,142*l.*, and the annual interest on the same amounts to 3,155,000*l.*

Audit Office.

The amount required for this office is 31,494*l.*, or 212*l.* more than in 1892-93.

General Pensions Fund.

The sum required for this fund is estimated at 2,239,651*l.*, showing an increase of 107,324*l.* as compared with 1892-93.

Imperial Invalid Fund.

The estimated expenditure under this heading is 1,233,603*l.*, being 24,623*l.* less than in 1892-93.

Floating capital.

This item, which amounts to 200,000*l.*, is a new one, and comes under the heading of extraordinary expenditure. The money is required for extraordinary expenses of the postal and telegraph services, and will be raised by means of an Imperial loan.

Estimated revenue for 1893-94.

The estimated Imperial revenue for 1893-94 is made up as follows:—

Description.	Amount.
	£
From ordinary sources	36,641,597
Federal contributions	17,785,940
Extraordinary revenue	9,269,991
Total	63,697,528

Estimated revenue for 1892-93.

The estimated revenue for 1892-93 was:—

Description.	Amount.
	£
From ordinary sources	37,097,296
Federal contributions	16,075,592
Extraordinary revenue	7,947,941
Total	61,120,829

Actual revenue in 1892-93.

The actual revenue for 1892-93 was:—

Description.	Amount.
	£
From ordinary sources	37,097,262
Federal contributions	16,042,987
Extraordinary revenue	7,721,099
Total	60,861,348

The revenue for 1893–94 is therefore estimated at 2,836,180*l.* more than the actual revenue for 1892–93.

For further details see Table II.

Customs and excise.

Taking the chief items in order the total proceeds of the customs and excise show an estimated decrease of about 45,700*l.* The customs themselves are estimated to produce 83,550*l.* more than in 1892–93. In regard to this large item of revenue it must, however, be borne in mind that the Imperial Treasury can only dispose of 6,500,000*l.* out of the receipts of the customs and the tobacco tax for Imperial purposes; all receipts in excess of that amount are handed over for distribution among the several Federal States. (For distribution see expenditure of Treasury Department.) Besides the above the net proceeds of the third heading of the stamp duties and of the tax on the consumption of brandy are similarly handed over to the Treasury for distribution among the Federal States.

Part of receipts paid over to the Federal States.

Tobacco tax.

The receipts under this heading are estimated at 8,400*l.* more than in 1892–93.

Sugar tax.

The revenue derived in 1892–93 from the tax on raw sugar (beetroot) amounted to 578,600*l.* and from the tax on the consumption of sugar it reached 2,826,200*l.*, total 3,404,800*l.* By the Law of May 31, 1891, the tax on beetroot was abolished on August 1, 1892. The estimated revenue in 1893–94 from the tax on the consumption of sugar is put down at 3,319,850*l.*

Salt tax.

An increase of 21,250*l.* is expected from the tax on salt.

Brandy tax.

The revenue from this source has been steadily falling-off. In 1890–91 it amounted to 6,472,200*l.*; in 1891–92 to 6,452,300*l.*; in 1892–93 to 6,002,950*l.*; and for 1893–94 it is estimated at 5,888,300*l.*

Beer tax.

The revenue from this tax is estimated at 1,234,700*l.*, or 40,850*l.* more than in 1892–93.

Imperial stamp duties.

A decrease of revenue, amounting to 29,750*l.*, is expected under this heading.

Post Office and telegraphs.

A small increase, amounting to 3,468*l.*, is looked for from this source.

Imperial printing office.

The receipts of this office are estimated at 6,950*l.* more than in 1892–93.

Railways.

Railways are expected to yield 1,037,255*l.*, or 46,015*l.* more than in 1892–93.

Imperial bank.

The Empire's share of the net profits of the Imperial Bank is estimated at 345,750*l.*, or 117,250*l.* more than in 1892–93. The receipts from taxes on bank-notes are put down at 10,125*l.*, or 10*l.* less than last year.

Administrative departments.

The receipts from these resources are put down at 668,753*l.*, being a decrease of 65,554*l.* compared with 1892–93.

Item VIII. has undergone very little change.

Interest on New Reichstag building fund.

The construction of the new Reichstag being nearly completed, the building fund now amounts to about half what it did last year. The interest on it is consequently estimated at 7,400*l.*, against 14,750*l.* in 1892–93.

Sales of portions of former Stettin fortress ground.

The sales under this heading are put down at 25,432*l.*, being 27,413*l.* less than last year.

Balance from budget of 1891–92.

The amount brought forward from the financial year 1891–92 is 207,361*l.*, against 765,410*l.* remaining over from the budget of 1890–91.

Federal contributions.

The contributions from the Federal States are put down at 17,785,940*l.*, as against 16,042,987*l.* in 1892–93, showing an increase of 1,742,953*l.* The individual contribution of each State in 1893-94 is not given, and will only appear in the financial estimates for 1894–95; but a comparison of the total amount distributed, and the total amount contributed, shows a balance of 325,039*l.* against the Federal States. In 1892–93 the balance in favour of the Federal States amounted to 1,511,813*l.*

Extraordinary revenue.

The extraordinary revenue is estimated at 9,269,991*l.*, or 1,322,050*l.* more than the estimated, and 1,548,892*l.* more than the actual extraordinary revenue of 1892–93, of the above amount over 8,000,000*l.* will be raised by means of a loan; about 370,000*l.* will be contributed by the Federal States (Bavaria excepted), and 500,000*l.* is a special grant by Prussia towards the construction of the Canal between the North Sea and the Baltic.

Table I.—Budget of the Imperial Expenditure of 1893–94 compared with 1892–93.

Item.	Description.	1893-94.		1892-93.	
		Ordinary.	Extra-ordinary.	Ordinary.	Extra-ordinary.
		£	£	£	£
I.	Federal Council* ...	...	...	...	...
II.	Reichstag	21,161	...	21,161	...
III.	Imperial Chancery ...	7,673	...	7,518	...
IV.	Foreign Office and Colonial Department ...	505,275	169,430	495,060	151,615
V.	Home Office	1,292,076	1,899,895	994,838	535,748
VI.	War Office and Army ...	21,408,645	7,856,302	21,364,258	7,274,635
VII.	Navy Department and Navy	2,444,812	1,997,863	2,264,942	2,005,525
VIII.	Department of Justice ...	102,749	60,000	102,441	53,550
IX.	Treasury Department ...	17,712,942	10,930	17,802,987	216,570
X.	Railway Department ...	16,641	200	15,412	...
XI.	Service of the Debt of the Empire	3,298,300	...	3,043,290	...
XII.	Audit Office	31,494	...	31,282	...
XIII.	General Pension Fund ...	2,239,651	...	2,132,327	...
XIV.	Imperial Invalid Fund ...	1,233,604	...	1,258,227	...
XV.	Printing Office	...	10,985	...	10,000
XVI.	Administration of Posts and Telegraphs ...	...	507,560	...	362,537
XVII.	Administration of Railways	...	669,340	...	717,425
XVIII.	Floating capital	...	200,000	...	...
	Total	50,315,023	13,382,505	49,533,743	11,327,605

* The expenditure of the Federal Council is included in the vote for the Home Office.

Table II.—Budget of Imperial Revenue of 1893–94 compared with Actual Budget of 1892–93.

Item.	Description.	Estimated Revenue, 1893–94.	Actual Revenue, 1892–93.
		£	£
I.	Customs and excise—		
	(*a*) Zollverein taxes shared by all the States of the Zollverein :		
	1. Customs duties	17,056,100	16,972,550
	2. Tobacco tax	547,050	538,650
	3. Sugar „	3,319,850	3,404,800
	4. Salt „	2,096,950	2,075,700
	5. Brandy „	5,888,300	6,002,950
	(*b.*) Receipts not shared by Bavaria, Wurtemberg, Baden, and Alsace-Lorraine :		
	Beer tax	1,234,700	1,193,850
	(*c.*) From territories outside the Zollverein :		
	1. Taxes common to all States ..	2,969	3,125
	2. Brewery tax not shared by Bavaria, Wurtemberg, Baden, and Alsace-Lorraine ..	73	73
II.	Stamp duties—		
	1. On playing cards	61,350	60,300
	2. On bills of exchange	372,750	352,300
	3. (*a.*) On shares, annuities, and bonds..	317,450	371,750
	(*b.*) On sales and similar transactions	647,150	670,600
	(*c.*) 1. State lotteries	352,100	341,900
	2. Private „	41,850	26,700
	4. Statistical fees	33,050	31,900
III.	Posts and telegraphs—		
	Gross receipts 12,785,652		
	Expenses 11,721,038		
		1,064,614	1,061,146
IV.	Printing Department—		
	Gross receipts 292,100		
	Expenses 222,489		
		69,611	62,661
V.	Railways—		
	Gross receipts 2,898,300		
	Expenses 1,861,045		
		1,037,255	991,240
VI.	Imperial Bank—		
	Empire's share of net profits	345,750	228,500
	Tax on uncovered amount of bank notes..	10,125	10,135
VII.	Sundry receipts from administrative departments and other sources	668,753	603,198
VIII.	Imperial invalid fund	1,233,604	1,258,228
IX.	Interest on Reichstag building fund ..	7,400	14,750
X.	Sale of portions of Stettin fortress ground..	25,432	54,845
Xa.	Balance remaining over from Budget of 1891–92	207,361	765,410*
XI.	Federal contributions..	17,785,939	16,042,987
XII.	Extraordinary revenue	9,269,992	7,721,100
	Total	63,697,528	60,861,348

* Budget of 1890–91.

Table III.—Foreign Office Budget.

This vote, which includes the Foreign Office, and the Diplomatic, Consular, and Colonial Services of the Empire, shows an increase in the ordinary expenditure of 10,215*l.*, as compared with the final Budget for 1892–93, accounted for as follows:—

1. Foreign Office.

Description.	Amount.
	£
Two assistant clerks, 435*l.* each	870
„ „ „ 285*l.* „	570
Five „ „ 210*l.* „	1,[illegible]
Four „ chanceliers, 165*l.* each	[illegible]
Three „ chancery servants, 60*l.* each	18
Extra for chancery servants	7
Increase of house allowances	579
„ allowances for heating, lighting, writing materials, &c...	600
Increase for postages, telegrams, &c...	600
Total	5,116
Deduct decrease for messengers and travelling expenses ..	250
Total increase	4,866

2. Diplomatic Service.

Residence.	Description.	Amount.
		£
Bangkok	Salary for an interpreter	450
Bangkok	Increase of salary of chancelier	100
Bucharest ..	Salary of a Legation chancelier	270
Caracas	Increase of salary of Legation chancelier.. ..	50
Constantinople ..	Salary for a 3rd Dragoman	270
The Hague ..	Increase of salary of Legation chancelier ..	30
Copenhagen ..	„ Minister's salary	200
Lisbon	„ salary of Legation chancelier.. ..	45
Madrid	Ambassador's house rent allowance	1,000
Rome	Increase of Ambassador's salary	1,000
Rome	Salary for a second embassy chancelier	270
	Total	3,685
	Deduct salary of Legation chancelier at Tehran..	375
	Total increase	3,310

3. Consular Service.

Consulate.	Description.	Amount.
		£
Athens	Increase of salary of secretary	50
Basil	„ „ consul	150
Belgrade	Consul's salary, 600*l.*; secretary's salary, 180*l.* ..	780
Galatz	Increase of secretary's salary	15
Nice	Consul's salary, 750*l.*; secretary's salary, 225*l.* ..	975
Porto Alegre ..	Increase of secretary's salary	50
Pretoria	„ consul's „	300
Pretoria	„ secretary's „	25
Stockholm ..	„ consul's „	150
	Total	2,495
	Deduct for abolition of consulate at Nisch and vice-consulate at Nice	1,505
	Total increase	990

4. Colonial Service.

Description.	Amount.
	£
Deduct salaries of officials in the Protectorate of New Guinea, now paid by New Guinea Company	2,625

5. General Fund of Foreign Office.

Description.	Amount.
	£
Increase for maintenance of Diplomatic and Consular buildings	1,900
Increase for maintenance of German schools abroad ..	2,000
Total	3,900
Deduct decrease in miscellaneous expenditure	226
Total increase	3,674

Summary.

Description.	Amount.
	£
Total increase of ordinary expenditure	10,215

The extraordinary expenditure is estimated at 169,430*l.*, being an increase of 17,815*l.*, as compared with the sum of 151,615*l.* voted in 1892–93.

ITEMS OF INCREASE.

Description.	Amount.
	£
For building a left side wing to the Imperial Foreign Office in the Wilhelm Strasse, 1st instalment	6,000
Subsidy for the Zoological station at Rovigno in Istria ..	500
For the purchase of a Consular building in Galatz	2,815
For purchase (part exchange) and fitting up of new Legation house at Washington	9,750
Total	19,065

ITEM OF DECREASE.

Description.	Amount.
	£
Reduction of contribution towards expenses of administration in South-West Africa	1,250
Total increase of extraordinary expenditure ..	17,815

In other respects the vote remains unaltered from 1892–93:—

Description.	Amount.
	£
Permanent expenditure	505,275
Extraordinary expenditure	169,430
Total	674,705

Table IV.—War Office and Army.

The estimated ordinary expenditure for 1893–94 amounts to 21,408,645*l.*, being 44,387*l.* more than the final vote for 1892–93. The principal items of expenditure are:—

Description.	Amount.
	£
War Office	122,832
Military offices and establishments	438,375
General staff and ordnance survey	119,600
Engineer and pioneer corps	96,883
Pay of troops	6,002,600
Commissariat	4,665,844
Clothing and equipment	1,217,074
Garrison Administration	2,122,132
Medical establishments	372,301
Maintenance of reserve forces	164,014
Purchase of remounts, &c.	551,931
Travelling and transport expenses	361,377
Military and training colleges and schools	324,358
Artillery and arms equipment	1,446,426
Repair and maintenance of forts	138,200
Lodging allowances	456,181
Contribution to widows' fund	121,148

Description.	Amount.
	£
Total ordinary cost of the Prussian, &c., Saxon, and Wurtemberg army	18,932,101
Cost of the Bavarian army	2,476,544
Total	21,408,645

The extraordinary expenditure is estimated at 7,856,302*l.*, or 581,667*l.* more than the final vote for 1892–93, and consists of supplement to the ordinary Budget of the—

Description.	Amount.
	£
Prussian, &c., Saxon and Wurtemberg army	6,203,005
Bavarian army	615,834
Extension of strategical railways	1,037,463
Total	7,856,302

Summary.

Description.	Amount.
	£
Total ordinary and extraordinary cost of the Germany army	29,264,947

Table V.—Navy Department and Navy.

The ordinary expenditure for the year 1893–94 is estimated at 2,444,812*l.*, being an increase of 179,870*l.* as compared with the final Budget of 1892–93.

The chief items of expenditure are:—

Description.	Amount.
	£
Navy Department	80,179
Pay of officers and men	535,283
Working expenses of ships in commission	514,258
Commissariat	42,293
Garrison administration	52,351
Clothing, education, lodging allowances, and care of sick ..	103,904
Travelling expenses and transport	97,559
Maintenance and repairs of the fleet and dockyard expenditure	745,577
Arms and fortifications..	221,982
Miscellaneous	22,681

The Budget Committee of the Reichstag has passed all the ordinary items of the Imperial Navy Budget.

The extraordinary expenditure is put down at 1,997,863*l.*, being a decrease of 7,662*l.* as compared with the final vote for 1892–93. 60,000*l.* is required for the new ironclads which have cost more than the original estimate. One ironclad, two second-class ironclads, one cruiser-corvette, two cruisers, two despatch boats, and eight torpedo-boats are to be built, and four ships re-armed. All the sums required for the ships in course of construction, including the excess over the estimates, have already been granted by the Reichstag budget committee, but, on the other hand, Reichstag has accepted the recommendations of the Budget Committee to cancel the 297,500*l.* demanded as a first instalment for building six new war vessels.

Total ordinary and extraordinary cost of the German navy amounts to 4,442,675*l.*

LONDON
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 4 | 93—H & S 1479)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1201.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

PRELIMINARY REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF STETTIN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1115.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited. 104, Grafton Street, Dublin.

1893.

[C. 6855—88.] *Price Fourpence Halfpenny*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1081.	San Francisco	1½d.
1082.	Frankfort	4d.
1083.	Hiogo	1½d.
1084.	Tokio	1½d.
1085.	Amsterdam	1d.
1086.	San Francisco	3d.
1087.	Bangkok	½d.
1088.	Söul	1½d.
1089.	Chiengmai	1d.
1090.	Copenhagen	½d.
1091.	New Caledonia	½d.
1092.	Bushire	2d.
1093.	Tamsui	1d.
1094.	Dunkirk	1d.
1095.	Port Said	1d.
1096.	Guatemala	½d.
1097.	Chungking	9d.
1098.	Nagasaki	1d.
1099.	Constantinople	2d.
1100.	Buenos Ayres	½d.
1101.	Shanghai	2d.
1102.	Jeddah	½d.
1103.	Chicago	3d.
1104.	Erzeroum	½d.
1105.	Loanda	3d.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123	Hakodate	1d.
1124	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.

No. 1201.

Reference to previous Report, Annual Series No. 1115.

GERMANY.

STETTIN.

Consul Powell to the Earl of Rosebery.

My Lord, *Stettin, April* 29, 1893.

I HAVE the honour herewith to forward my Preliminary Report on the Province of Pomerania for the year 1892, pending the completion of my Annual Report for the same year.

I have, &c.

(Signed) WILFRED POWELL.

Preliminary Report on the Trade and Commerce of Pomerania for the Year 1892.

ABSTRACT of Contents.

	PAGE
Decrease in commerce and shipping	2
Decrease in number of British ships	2
Import and export	2
Cause of decrease in import of grain	2
Alterations in River Swine	2
Annexes—	
A. Return of British shipping, Stettin	3
B. „ „ Swinemünde	5
C. „ all shipping, Stettin and Swinemünde	6
D. „ „ „ „	7
E. „ „ Swinemünde	9
F. „ principal articles of import to Stettin	10
G. „ „ „ export from Stettin	11
H. Different articles imported from and exported to Great Britain ..	12
I. Importation and exportation of Swinemünde	13
J. Total tonnage of all articles imported to Stettin	14
K. „ „ exported from Stettin	15
L. Nationality of sea-going vessels entered Stettin	15
M. Importation and exportation, Swinemünde	16
N. Return of cattle imported from Great Britain	16
O. Vessels built in Stettin	17
P. Ships in the course of construction	18
Q. Importation and exportation from and to Great Britain for the ports of Stralsund and Kolberg	19
R. Sketch plan of the new channel for River Swine	20

Decrease in commerce and shipping.

The falling-off of shipping at the ports of Stettin and Swinemünde is owing to the continued depression in commerce. This, combined with a poor harvest in 1891, the increased price of provisions, and the cholera, on the head of which coming the proposals for new taxes for the increase of the army, has concluded a year that, so far as Pomerania is concerned, is one of the worst experienced for many years.

Decrease in number of British ships.

British shipping for 1892 shows a decrease of 62 ships, of 29,936 tons and 1,072 men. The total number of British vessels for 1892 being 570, with 498,687 tons and 9,233 men.

Import and export.

Annexes H. and I. will show that the importation in most articles has fallen off considerably, whilst the export does not show any essential increase or decrease.

Cause of decrease in import. Grain.

One of the causes of the falling-off in the import is the unexpectedly abundant inland harvest for 1892, which considerably lessened the import of grain for that year. On the other hand, the amount of speculation in grain was less last year than has ever been known. The almost inexhaustible stock of grain in America, together with the uncertainty on the operation of the new tariff laws, contributed not a little to increase the wretched state of the market. The prices for wheat and rye during the whole year were regressive, amounting at the end of the year to about 80 marks for wheat and about 100 marks for rye.

Alterations in River Swine.

Alterations which have been under consideration for a considerable time with a view to weakening the force of the current in the Swine River have, reports Mr. Vice-Consul Rose, been now decided upon, and will be carried in effect with the utmost despatch.

At the present time the full force of the current from the River Swine runs directly towards the bulwarks and quays, rendering the navigation of steamers either approaching or leaving the wharfs one of difficulty and danger. It has, therefore, been determined to counteract this by cutting through the Mellin a new channel, being a direct prolongation of the Kaiserfahrt, marked CC on the annexed map; the north-east side being confined by a pier marked BB to prevent the wash of the current undermining the bank.

A stone pier marked A will be built in the centre of the turn of the river near the "Grüne Fläche" Island as a breakwater and to create safe berths for steamers discharging coals, also to save the island from being gradually washed away. The route to and from Stettin for all large vessels will lie, when the cutting is completed, through this new channel, the old route by the Swine being confined to small craft. The depth of the new channel will be similar to that of the new dredging in the Haff and Oder, viz., 7 metres.

Annex A.—Return of British Shipping at the Port of Stettin in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
321	...	321	238,455	...	238,455	4,526	...	140	29	169	82,812	44,158	126,970	2,314	...

RETURN of British Shipping at the Port of Stettin in the Year 1892—continued.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Argentine Republic	1	...	1	2,292	...	2,292	24	...
Belgium	1	...	1	1,133	...	1,133	17	...
Bulgaria	1	...	1	1,192	...	1,192	19	...
Denmark	...	1	1	...	749	749	16	...
Germany	1	9	10	85	8,612	8,697	145	...
Holland	1	...	1	299	...	299	8	...
Norway and Sweden ...	1	...	1	533	...	533	13	...
Portugal	7	...	7	8,181	...	8,181	120	...
Roumelia ...	1	...	1	1,636	...	1,636	20	...
Russia	...	1	1	...	288	288	12	...
Spain	8	...	8	9,575	...	9,575	145	...
United States ...	40	...	40	78,483	...	78,483	926	...
Wallachia ...	1	...	1	1,762	...	1,762	21	...
West Indies ...	1	...	1	249	...	249	2	...
Total	64	11	75	105,420	9,649	115,069	1,488	...
Direct trade ...	...	...	321	...	...	238,455	4,526	...
Total in 1892 ...	...	...	396	...	...	353,524	6,014	...
,, 1891 ...	...	...	425	...	...	360,278	6,439	...
Decrease ...	...	...	29	...	...	6,754	425	...

Cleared.

Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Belgium	1	...	1	118	...	118	6	...
Denmark	...	2	2	...	1,829	1,829	28	...
France	6	...	6	2,853	...	2,853	59	...
Germany	3	67	70	455	56,432	56,887	1,074	...
Norway and Sweden	2	71	73	223	82,062	82,285	1,267	...
Russia	1	65	66	121	68,815	68,936	1,128	...
Spain	...	1	1	...	122	122	6	...
United States ...	...	4	4	...	10,412	10,412	105	...
Total	13	210	223	3,770	219,672	223,442	3,673	...
Remaining in port	...	...	4	...	...	3,112	55	...
Direct trade ...	...	...	169	...	...	126,970	2,314	...
Total in 1892 ...	...	...	396	...	...	353,524	6,042	...
... ...	...	...	...	...	...	...	...	...
... ...	...	...	...	...	...	...	...	...

Annex B.—Return of British Shipping at the Port of Swinemünde in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
174	...	174	145,163	...	145,163	3,219	...	...	7	7	...	5,874	5,874	132	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
									Sweden	...	105	105	...	88,156	88,156	1,956	...
									Russia	...	46	46	...	38,456	38,456	862	...
									Prussia	...	11	11	...	10,374	10,374	208	...
									Stettin	2	3	5	292	2,011	2,303	61	...
									Total... ...	2	165	167	292	138,997	139,289	3,087	...
									Direct trade	...	7	7	..	5,874	5,874	132	...
Direct trade in 1892 ...	...	...	174	...	...	145,163	3,219	...	Total in 1892	2	172	174	292	144,871	145,163	3,219	...
... ...	...	...	...	...	...	...	...	...	,, 1891	...	...	207	...	...	168 345	3,866	...
... ...	...	...	...	...	...	...	...	...	Decrease ...	...	...	33	...	...	23,182	647	...

Annex C.—Return of all Shipping (Sailing Vessels) Entered and Cleared at the Ports of Swinemünde and Stettin during the Year 1892.

Entered.

Nationality.	With Cargo.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	79	10,819	...	...	79	10,819
German	441	53,622	36	3,406	477	57,028
Danish	284	16,770	13	1,142	297	17,912
Norwegian	49	12,671	...	...	49	12,671
Swedish	107	6,682	4	845	111	7,527
Other countries ...	32	6,509	6	437	38	6,946
Total	992	107,073	59	5,830	1,051	112,903
,, for the year preceding ...	958	126,236	62	6,044	1,020	132,280

Cleared.

Nationality.	With Cargo.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	66	8,064	9	2,291	75	10,355
German	416	51,640	53	3,002	469	54,642
Danish	263	15,020	33	2,796	296	17,816
Norwegian	22	4,123	28	9,109	50	13,232
Swedish	89	6,292	26	2,108	115	8,400
Other countries ...	32	3,527	11	3,380	43	6,907
Total	888	88,666	160	22,686	1,048	111,352
,, for the year preceding ...	909	99,832	187	30,815	1,096	130,647

Return of all Shipping (Steamships) Entered and Cleared at the Ports of Swinemünde and Stettin during the Year 1892.

Entered.

Nationality.	With Cargo.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	480	478,219	11	9,649	491	487,868
German	1,414	547,005	168	40,453	1,582	587,458
Danish	302	175,969	8	4,513	310	180,482
Norwegian	124	49,989	1	308	125	50,297
Swedish	444	120,758	5	812	449	121,570
Other countries ...	69	38,501	2	425	71	38,926
Total	2,833	1,410,441	195	56,160	3,028	1,466,601
,, for the year preceding ...	3,000	1,418,939	184	60,739	3,184	1,479,678

CLEARED.

Nationality.	With Cargo.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	86	78,432	402	406,410	488	484,842
German	1,197	402,648	385	180,385	1,582	583,033
Danish	215	130,270	92	47,682	307	177,952
Norwegian	41	12,125	81	37,088	122	49,213
Swedish	148	39,190	295	82,069	443	121,259
Other countries ...	62	28,151	11	9,864	73	38,015
Total	1,749	690,816	1,266	763,498	3,015	1,454,314
,, for the year preceding ...	1,823	775,149	1,371	724,503	3,194	1,499,652

Annex D.—RETURN of all Shipping at the Port of Stettin during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	77	10,527	319	342,997	396	353,524
German	461	52,527	1,515	556,216	1,976	608,743
Danish	287	17,676	256	129,755	543	147,431
Norwegian	49	12,671	120	46,203	169	58,874
Swedish	107	7,222	314	93,674	421	100,896
Other countries ...	34	6,628	68	35,918	102	42,546
Total	1,015	107,251	2,592	1,204,763	3,607	1,312,014
,, for the year preceding ...	985	129,831	2,687	1,198,223	3,672	1,328,054

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	76	10,441	316	339,971	392	350,412
German	453	50,141	1,515	551,791	1,968	601,932
Danish	286	17,580	253	127,225	539	144,805
Norwegian	50	13,232	117	45,119	167	58,351
Swedish	111	8,095	308	93,363	419	101,458
Other countries ...	39	6,589	70	35,007	109	41,596
Total	1,015	106,078	2,579	1,192,476	3,594	1,298,554
,, for the year preceding ...	1,061	128,198	2,697	1,218,197	3,758	1,346,395

RETURN of all Shipping at the Port of Swinemünde during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	292	172	144,871	174	145,163
German	16	4,501	67	31,242	83	35,743
Danish	10	236	54	50,727	64	50,963
Norwegian	...	...	5	4,094	5	4,094
Swedish	4	305	135	27,896	139	28,201
Other countries ...	4	318	3	3,008	7	3,326
Total	36	5,652	436	261,838	472	267,490
,, for the year preceding ...	35	2,449	497	281,455	532	283,904

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	78	10,733	488	484,842	566	495,575
German	469	54,642	1,582	583,033	2,051	637,675
Danish	296	17,816	307	177,952	603	195,768
Norwegian	50	13,232	122	49,213	172	62,445
Swedish	115	8,400	443	121,259	558	129,659
Other countries ...	43	6,907	73	38,015	116	44,922
Total	1,051	111,730	3,015	1,454,314	4,066	1,566,044
,, for the year preceding ...	1,096	130,647	3,194	1,499,652	4,290	1,630,299

Annex E.—Return of all Shipping at the Port of Swinemünde during the Year 1892.

Nationality.	Sailing.		Steam.		With Coals, Coke, &c.				With Grain and General Cargoes.				In Ballast.			
					Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	292	172	144,871	...	...	172	144,871	2	292	...	...	...	...	...	...
Danish	10	236	54	50,727	...	...	19	20,766	7	122	34	29,927	3	114	1	34
Dutch	4	318	1	1,195	1	76	1	1,195	1	88	...	...	2	154	...	...
Norwegian	...	...	5	4,094	...	...	5	4,094	...	...	...	...	...	...	...	...
Russian	...	...	2	1,813	...	...	2	1,813	...	...	...	...	...	...	...	...
Swedish	4	305	135	27,896	...	...	...	...	3	253	134	27,697	1	52	1	199
Total foreign ...	20	1,151	369	230,596	1	76	199	172,739	13	755	168	57,624	6	320	2	233
German	16	4,501	67	31,242	6	2,049	10	6,912	3	2,025	19	20,090	7	427	38	4,240
Grand total ...	36	5,652	436	261,838	7	2,125	209	179,651	16	2,780	187	77,714	13	747	40	4,473

Annex F.—TABLE showing Return of Principal Articles of Import to Stettin during the Years 1892–91.

Articles.	Quantity.	
	1892.	1891.
	Tons cwts.	Tons cwts.
Rags	2,234 6	2,861 7
Scraps of all kinds	13,688 10	42,065 2
Cotton (raw and manufactured)	2,209 4	2,641 6
Drugs, chemicals, &c.	35,434 1	39,998 6
Metals—		
Lead (raw and worked) ..	609 8	822 3
Iron	135,743 8	116,927 0
Copper	1,380 3	1,381 10
Zinc, tin, &c. (raw and worked)	1,653 7	1,077 8
Coals, coke, &c.	89,436 9	207,657 8
Cement, clays, ores, &c. ..	264,358 8	249,181 14
Grain—		
Wheat..	12,889 9	41,746 12
Barley..	3,686 6	9,680 16
Rye	21,118 7	88,805 16
Oats	2,087 3	25,796 10
Maize	52,507 6	8,989 14
Pulse	7,647 6	15,966 0
Other kinds	324 5	572 14
Seeds	28,146 7	39,701 4
Wool (raw and manufactured)	1,542 4	1,251 8
Paper	8,727 1	2,746 0
Sugar (raw and refined) ..	1,936 8	1,188 4
Beer and wine	5,450 4	5,926 12
Spirits	1,721 1	4,401 6
Groceries	13,718 9	8,782 1
Coffee	8,329 3	5,887 0
Flour	14,598 4	5,718 4
Rice	14,848 4	21,650 8
Petroleum	99,410 9	47,784 12
Oil and grease	49,266 7	47,055 8
Hides and leather	1,775 4	1,951 4
Timber (worked)	37,554 5	18,239 4
„ (unworked)	93,384 1	143,257 12
Stones and bricks	93,525 8	77,900 2
Herrings	88,518 1	75,949 8
All other merchandise	146,479 2	43,251 0
Total	1,355,937 8	1,408,813 3

Annex G.—TABLE showing Return of Principal Articles of Export from Stettin during the Years 1892–91.

Articles.	Quantity.	
	1892.	1891.
	Tons cwts.	Tons cwts.
General merchandise	224,936 8	211,889 16
Metals (raw)	43,611 18	45,734 0
„ (worked)	6,875 16	7,302 4
Coals and coke	8,317 6	12,918 2
Cements	57,759 8	43,735 2
Grain—		
Wheat	7,117 0	2,595 0
Barley	5,120 12	3,394 10
Rye	4,855 18	1,088 10
Oats	505 0	155 6
Maize	1,075 16	249 18
Pulse	1,780 2	1,803 10
Other kinds	371 16	542 16
Seeds	14,368 2	17,419 14
Sugar (raw)	72,836 0	95,467 8
„ (refined)	34,551 8	40,581 0
Spirits	7,427 12	9,092 4
Timber (worked)	41,448 10	37,789 12
„ (unworked)	14,622 6	19,126 6
Herrings	9,835 14	8,674 2
Rags	5,571 12	8,048 8
Total	562,988 4	567,607 8

Annex H.—TABLE showing Specification of the Different Articles and Quantities Imported from and Exported to Great Britain during the Years 1892-91.

Description of Articles.	Imported.		Exported.	
	1892.	1891.	1892.	1891.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Rags	10 2	..	2,414 8	1,061 8
Scraps of all kinds ..	1,967 12	3,857 2	6 0	17 14
Cotton (raw and manufactured)	1,974 2	2,503 12	1 8	1 16
Drugs, chemicals, &c..	7,495 6	15,118 4	1,545 6	1,749 6
Metals—				
Lead (raw and worked)	17 8	99 8	5,039 8	5,880 0
Iron (raw)	70,223 14	79,464 18	378 0	213 12
,, (worked) ..	4,957 4	1,589 12	59 4	62 14
Copper (raw and worked)	834 18	850 18	11 6	11 4
Zinc, tin, &c. ..	930 2	367 10	16,868 0	21,260 6
Coal and coke	88,046 2	206,562 18	1,155 0	722 0
Cements, clays, ores ..	33,357 4	41,889 12	2,327 14	712 4
Grain—				
Wheat	0 8	264 0	25 10	0 10
Barley	1 12	4 0	1,455 0	336 2
Rye	27 4	20 6	..	..
Oats	0 8	6 8	..	..
Maize	..	..	..	..
Pulse	2 14	0 12	59 4	9 18
Other kinds	68 4	10 14	0 10	2 4
Seeds	3,292 12	5,742 10	525 16	1,417 18
Wool (raw and manufactured)	1,032 14	914 16	58 14	49 8
Paper	44 8	12 16	5,660 10	4,605 18
Sugar (raw)	26 8	71 10	37,079 16	47,710 16
,, (refined) ..	..	..	14,764 2	20,202 10
Beer and wine	491 8	397 4	32 18	2 2
Spirits	126 12	138 16	942 6	239 10
Groceries	2,155 0	1,045 10	489 2	121 14
Petroleum	489 14	153 10	..	..
Oils and grease.. ..	11,844 16	11,582 0	4,543 0	4,033 14
Hides and leather ..	87 18	814 14	41 8	23 4
Timber (worked) ..	257 18	..	32,130 2	22,505 2
,, (unworked) ..	8 2	1,080 4	13,586 10	17,238 12
Slates, stones and bricks	10,626 16	11,398 16	53 12	2 10
Coffee	1,428 16	866 16	..	..
Farina	48 14	2 2	4,443 12	4,608 12
Flour	0 8	3 18	27 16	211 16
Molasses	355 14	321 4	758 12	416 16
Herrings	50,381 8	48,224 8	11 14	2 0
All other merchandise..	109,391 12	11,049 12	1,707 16	1,695 10
Total	402,005 2	446,430 0	148,203 4	157,128 16

Annex I.—TABLE of Importation and Exportation in the Port of Swinemünde only, during the Years 1892–91.

Description of Articles.	Imported.		Exported.	
	1892.	1891.	1892.	1891.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Rags and scraps of all kinds	293 4	454 0	405 8	168 7
Cotton and wool	31 0	714 5	54 3	648 3
Drugs, chemicals, &c.	1,675 12	2,430 0	320 0	283 0
Metals—				
Lead (raw and worked)	..	0 5	152 8	100 0
Iron (raw and worked)	4,002 13	4,184 0	3,931 0	3,693 5
Copper, zinc, and tin	1 0	28 5	324 9	273 5
Coal, coke, &c.	326,130 5	359,789 5	1,717 12	412 0
Cements, clays, ores, &c.	9,014 11	10,488 0	21,352 7	22,859 0
Grain—				
Wheat	1,792 3	277 0	..	..
Rye	192 14	275 5	..	..
Barley	0 3	54 0	..	..
Oats	105 4	90 5	..	..
Seeds, potatoes, &c.	8,841 1	1,964 0	303 5	690 0
Paper	76 7	117 5	19 1	330 0
Sugar	19 2	57 0	3,603 9	3,705 0
Beer, wine, and spirits	33 2	75 0	13 18	771 5
Petroleum, oils, and grease	128 4	985 0	0 5	63 5
Hides and leather	24 15	26 0	87 1	4 0
Timber (worked)	331 5	4,468 0	25 1	241 0
,, (unworked)	1,449 5	13 0	554 7	808 5
Stones and bricks	44,014 15	54,130 5	2,962 11	4,336 0
Groceries and molasses	135 8	5,629 5	376 5	354 5
All other merchandise	139 5	165 15	14 16	208 10
Total	398,430 18	446,415 0	36,217 6	39,948 10
Herrings (fresh)	7,485 15	5,551 0	12 5	540 0
,, (in barrels)	571 0	5,406 0	..	..
Cattle (head)	3 0	125 0	..	..

Annex J.—TABLE showing the Total Tonnage of all Articles Imported to Stettin from Foreign Countries during the Years 1892–91.

Country.	Quantity.	
	1892.	1891.
	Tons cwts.	Tons cwts.
Australia..	..	1,077 0
Argentine	2,953 6	..
British Central America ..	579 2	..
„ North America.. ..	..	405 4
Belgium	62,682 14	25,928 16
Denmark..	40,072 6	31,391 10
France	25,131 2	31,006 0
Great Britain	402,005 2	446,430 0
Holland	17,247 0	12,124 18
Italy	868 0	411 16
Norway	39,142 14	35,342 10
Portugal..	13,323 4	18,951 2
Roumelia	3,945 8	..
Russia	42,731 2	172,003 10
Spain	27,452 4	22,459 12
Spanish America	1,132 14	..
Sweden	250,990 12	197,788 18
Turkey	3,099 16	..
United States of America ..	184,965 10	98,472 8
West Indies	..	467 8
Zollverein ports..	227,009 16	308,800 10
Free harbour of Hamburg ..	10,605 16	5,752 4
Total	1,355,937 8	1,408,813 6

Annex K.—TABLE showing the Total Tonnage of all Articles Exported from Stettin to Foreign Countries during the Years 1892–91.

Country.	Quantity.	
	1892.	1891.
	Tons cwts.	Tons cwts.
Australia	..	362 0
Brazil	54 2	410 14
British East Indies	..	869 2
Belgium	4,048 10	4,261 14
Denmark	46,085 0	48,008 10
France	23,266 10	19,703 2
Great Britain	148,203 4	157,128 16
Holland	44,694 10	38,120 10
Italy	9,052 4	1,876 2
Norway	14,654 2	14,962 0
Portugal	808 4	37 0
Roumelia	..	..
Russia	54,289 16	41,509 18
Spain	2,650 4	9,628 14
Sweden	60,047 16	64,532 18
United States of America	24,271 12	34,925 6
Zollverein ports	130,773 18	131,021 0
Free harbour of Hamburg	88 12	250 2
Total	562,988 4	567,607 8

Annex L.—NATIONALITY of Sea-going Vessels which Entered the Port of Stettin during the Year 1892.

Nationality.	Sailing Ships.	Steamships.	Total.
	Number.	Number.	Number.
Belgian	..	2	2
British	77	319	396
Danish	287	256	543
Dutch	8	39	47
French	6	..	6
German (including coasting)	746	1,515	2,261
Italian	1	..	1
Norwegian	49	120	169
Russian	18	29	47
Spanish	1	..	1
Swedish	107	314	421
United States	1	..	1
Total in 1892	1,301	2,594	3,895
Total in 1891	1,288	2,649	3,937

Annex M.—SUMMARY Table of Importation and Exportation in the Port of Swinemünde only during the Year 1892.

Description of Articles.	Imported.		Exported.	
	1892.	1891.	1892.	1891.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Coal and coke	326,130 5	359,789 10	1,717 12	..
Grain (wheat, rye, barley, oats)	2,090 4	2,661 0	..	386 0
General cargo	70,210 9	83,964 10	34,499 14	39,562 10
Total	398,430 18	446,415 0	36,217 6	39,948 10
Herrings { fresh ..	7,485 15	10,957 0	540 0	12 5
Herrings { barrels ..	571 0	.	..	..
Cattle (head)	3	125	..	..

Annex N.—RETURN of Cattle Imported from Great Britain during the Years 1892–91.

Description of Cattle.	1892.	1891.
	Head.	Head.
Horses	7	1
Bulls	..	8
Heifers	1	3
Pigs	48	79
Sucking pigs	..	..
Sheep and lambs	567	520

Annex O.—Vessels Built in Stettin during the Year 1892 (Delivered).

Number.	Name of Vessels.	Gross Register Tonnage.	Net Register Tonnage.	Indicated Horse-Power.	Description of Vessels.	Owners.	Where Belonging to.	Where Built.
204	Vulcan (st.)	507	343	260	Screw steamer	Vulcan Company	Bredow, near Stettin	Vulcan Works
207	Verein ,,	47	32	60	,, ,,	F. Kann	Stepenitz	,, ,,
326	Südwest	43	19	160	,, ,,	Steamship Association	Charlottenburg	Möller and Holberg
395	Tangermünde	391	105	500	Paddle steamer	Elbe and Saale Steamship Company	Hamburg	,, ,,
398	D.A.P.G.	989	970	...	Petroleum tank lighter	German - American Petroleum Company	Bremen	,, ,,
400*a*	...	...	...	150	Two sections floating dock	Möller and Holberg	Grabow-on-the-Oder	,, ,,
400*b*	...	...	...	150				
401	...	...	...	...	Petroleum pontoon	German - American Petroleum Company	Bremen	,, ,,
402	C.W. 19	254	254	...	Freight lighter	Cæsar Wollheim	Berlin	,, ,,
403	C.W. 20	253	253	...	,, ,,	,, ,,	,,	,, ,,
404	C.W. 21	253	553	...	,, ,,	,, ,,	,,	,, ,,
405	C.W. 22	253	253	...	,, ,,	,, ,,	,,	,, ,,
406	C.W. 23	253	253	...	,, ,,	,, ,,	,,	,, ,,
407	C.W. 24	253	253	...	,, ,,	,, ,,	,,	,, ,,
409	Möwe	9	6	25	Screw yacht	Von Enckefordt	Vogelsang	,, ,,
410	Walter	48	22	120	Twin-screw steamer	Jäger und Lehnert	Stettin	,, ,,
411	...	...	...	8	Dredge	C. Heinrich	Werder-on-the-Havel	,, ,,
412	Rudolph	18	5	50	Screw steamer	Weiss and Genossen	Woltersdorfer Schleuse	,, ,,
414	...	...	...	8	Dredge	Royal Waterways Inspection	Brieg	,, ,,
415	Elsbär	130	(?)	250	Ice-breaker	River Elbe Royal Conservancy	Magdeburg	,, ,,
416	Wallross	130	(?)	250	,, ,,	,, ,,	,,	,, ,,
417	Widder	64	(?)	150	,, ,,	,, ,,	,,	,, ,,
2	Margarethe	139	98	114	Screw steamer	J. J. Wallis und Sohn	Barth	Nüske and Company
3	Minerva	7	...	...	Sailing yacht	E. Stosch	Stettin	,, ,,
4	...	...	...	...	Petroleum pontoon	Stettin - American Petroleum Company	,,	,, ,,
5	(?)	50	50	...	Lighter	R. Klein	Treptow-on-Toll	,, ,,
6	(?)	50	50	...	,,	Nüske and Company	Stettin	,, ,,

Annex P.—Ships in the Course of Construction at the Beginning of the Year 1893.

Number.	Name of Vessels.	Gross Register Tonnage.	Net Register Tonnage.	Indicated Horse-Power.	Description of Vessel.	Owners.	Where Belonging to.	Where Built.
198	Brandenburg (st) ...	(?)	10,000	8,000	Armoured corvet twin screw	Imperial Government	Germany	Vulcan Works
199	Weissenburg ,, ...	(?)	10,000	8,000	Armoured corvet twin screw	,, ,, ...	,, ...	,, ,,
202	Hohenzollern ,, ...	(?)	4,000	9,000	Aviso steamer twin screw	,, ,, ...	,, ...	,, ,,
203	Comet ,, ...	(?)	1,000	5,000	,, ,, ,,	,, ,, ...	,, ...	,, ,,
205	Vindoborna ,, about	4,650	...	2,000	Screw steamer	Austrian Lloyd	Trieste	,, ,,
206	(?) ,, ,,	1,800	...	670	,, ,, ...	Neue-Dampfer Company	Stettin	,, ,,
208	Wavel ,, ,,	60	...	100	Paddle steamer	Government Department	Lemberg	,, ,,
209	(?) ,, ,,	3,500	...	1,850	Petroleum tank steamer ...	German - American Petroleum Company	Bremen	,, ,,
210	(?) ,, ,,	170	...	70	Screw lighter	Pomm. Industrie Association ...	Stettin	Möller and Holberg
408	Photes ,, ,,	1,750	...	...	Sailing ship...	Eugen Collet	Hamburg...	,, ,,
413	Anna Schwalbe (st) ,,	775	...	...	Barque	Heinrich Bauer	Rostock	,, ,,
418	(?) ,, ,,	875	...	650	Screw steamer	North German Lloyd	Bremen	,, ,,
419	Cosel ,, ,,	76	...	80	After-paddle steamer ...	R. Schneider	Berlin	,, ,,
420	(?) ,, ,,	510	...	300	Screw steamer	C. E. Goltermann	Altona	,, ,,
421	Fortuna ,, ,,	18	...	50	,, ,, ...	Ortmann	Erkner	,, ,,
422	(?) ,, ,,	875	...	650	,, ,, ...	North German Lloyd	Bremen	,, ,,
423	(?) ,, ,,	430	...	500	Paddle steamer	Elbe and Saale Steamship Company	Hamburg...	,, ,,
424	(?) ,, ,,	30	...	120	Screw steamer	C. Köhn	Stettin	,, ,,
425	(?) ,, ,,	66	...	140	,, ,, ...	Gebr. Tonne	Magdeburg	,, ,,
7	Wilhelm Lüdke ,, ,,	500	...	250	,, ,, ...	W. Lüdke and Company	Stettin	Nüske and Company
8	(?) ,, ,,	350	...	175	,, ,, ...	E. Haubuss	Stettin	,, ,,

SKETCH PLAN

OF THE NEW CHANNEL FOR THE

SWINE RIVER

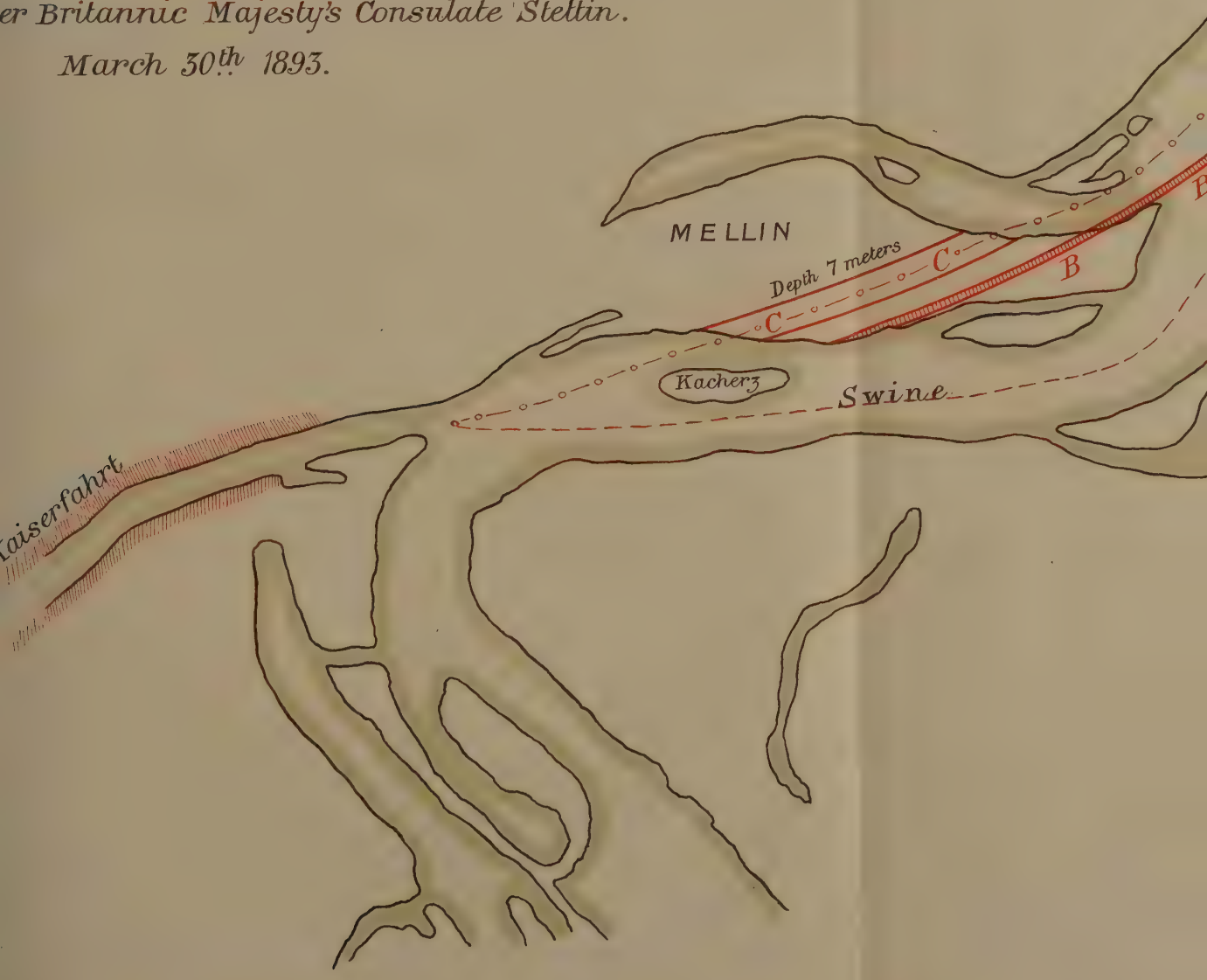
FOR LARGE VESSELS.

New cutting.

Present course of River Swine.

er Britannic Majesty's Consulate Stettin.

March 30th 1893.



Harrison & Sons. Lith. St. Ma

Baltic
Swinemünde
Light house
Wharfs
Winder Harbour
Grüne Flüche

Annex Q.—TABLE of Importation and Exportation from and to Great Britain for the Ports of Stralsund and Kolberg during the Year 1892.

Port.	Description of Articles.		Imported.	Exported.
Stralsund ..	Raw sugar	Tons ..	..	1,700
Kolberg ..	Coals	„ ..	778	..
„ ..	Pit-props	Loads ..	..	100

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 5 | 93—H & S 1507)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1222.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT ON THE

BUDGET OF THE KINGDOM OF PRUSSIA FOR THE YEAR 1893-94, TOGETHER WITH PARTICULARS OF PAY, &c., OF THE STATE RAILWAY OFFICIALS.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—109.] *Price Three Halfpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1106.	Macao	½d.
1107.	Canton	1d.
1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	3d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.

No. 1222.

GERMANY.

BERLIN.

Mr. Le Poer Trench to the Earl of Rosebery.

My Lord, *Berlin, May* 6, 1893.

I HAVE the honour to transmit to your Lordship herewith a Report I have drawn up on the Budget of the Kingdom of Prussia for the Financial Year 1893–94, to which I have appended a Memorandum giving some interesting information, for which I am indebted to the Minister of Public Works, in regard to the hours of work, the pay, wages, pensions, &c., of officials and employés of the State Railways of Prussia.

I have, &c.

(Signed) P. LE POER TRENCH.

Report on the Prussian Budget for the Financial Year 1893–94, *with a Memorandum on the Pay, &c., of the State Railway Servants.*

ABSTRACT of Contents.

	PAGE
Revenue for 1893–94 compared with Budget of 1892–93—	
Ministry of Agriculture, Woods, and Forests	3
„ Finance	3
„ Commerce and Industry	3
„ Public Works and State Railways	3
Endowments and General Finance Administration	3
Ministry of Justice	3
„ the Interior	3
Various Administrative Departments	3
Expenditure for 1893–94 compared with Budget of 1892–93—	
Department of Agriculture, Woods, and Forests	4
„ Finance	4
„ Commerce and Industry	4
„ Public Works and State Railways..	4
Endowments and General Finance Administration—	
House of Peers	
Chamber of Deputies	

ABSTRACT of Contents—continued.

	Page
Ministry of State	4
„ for Foreign Affairs	4
„ of Finance	4
„ Public Works	4
„ Commerce and Industry	4
„ Justice	4
„ the Interior	4
„ Agriculture, Woods, and Forests	4
„ Education and of Ecclesiastical and Sanitary Affairs	4
„ War	5
Extraordinary Expenditure	5
National Debt	5
Civil List	5
Loan	5
Memorandum on Prussian State Railways	9
Table A, regular officials	9
House rent allowances	10
Table B, supernumerary officials	10
Hours of work of railway servants	11
Line keepers	11
Pointsmen	12
Station officials	12
Telegraph clerks	12
Shunting masters	13
Rolling stock inspectors	13
Train officials	13

Ordinary revenue.

The ordinary revenue of the Kingdom of Prussia for the financial year 1893-94 is estimated at 90,270,367*l.*, and the extraordinary revenue, which is raised by means of a new 3 per cent. loan, at 2,881,967*l.* Total ordinary and extraordinary revenue, 93,152,334*l.*

Extraordinary revenue.

Revenue in 1892-93.

The ordinary revenue (no extraordinary revenue was required) in 1892-93 amounted to 91,038,476*l.*

Comparison of budgets of 1892-93, and 1893-94.

A comparison of the two budgets shows that there is a falling-off in the ordinary revenue for 1893-94 of 768,109*l.*

The large total of 90,270,367*l.* is reached by crediting to revenue not the actual profits derived from the State Railways but the total receipts (without deducting expenses), which for 1893-94 are estimated at 46,167,151*l.*, and in like manner the total receipts from woods and forests put down at 4,365,921*l.*; those from mines and salines at 6,804,650*l.*, and from lotteries at 3,590,837*l.*, making together a sum of close on 61,000,000*l.* Whereas, after deducting expenses from the total receipts, the net revenue derived from those four sources is estimated:—

Description.	Amount.
	£
From Railways	16,612,106
Woods and forests	2,344,589
Mines and salines	937,498
Lotteries	441,683
Total	20,335,876

Table I. gives the chief items of revenue in the estimated budget for 1893–94.

An increase of about 31,000*l.* is expected in the receipts from forests. Ministry of Agriculture, Woods and Forests.

Direct taxes are estimated to bring in 270,000*l.* more than in 1892–93, and an increase of 310,000*l.* is expected from lotteries. Ministry of Finance.

The receipts from mines and salines are estimated at 6,804,650*l.*, or 410,817*l.* less than last year. Ministry of Commerce and Industry.

The receipts from the State Railways are put down at 46,167,151*l.*, showing a decrease of 1,424,704*l.* compared to 1892–93. Ministry of Public Works.

There is a falling-off in the receipts from former State Treasuries of 75,000*l.*, and a like increase in monies on deposit. The customs duties, the taxes on tobacco and spirits, and the stamp duties are collected by the Empire and paid into the Imperial Treasury, and after 6,500,000*l.* is deducted for Imperial purposes, all receipts in excess of that amount are distributed among the Federal States on the same principle of assessment as is employed in assessing Federal contributions. Prussia's share of these receipts is estimated at 10,409,170*l.*, being 25,216*l.* less than in 1892–93. Endowments and general finance administration.

The receipts are estimated at 2,841,639*l.*, and are chiefly derived from fines, costs of trials, and convict labour. They show an increase of 113,713*l.* compared to last year. Ministry of Justice.

Receipts are put down at 541,920*l.*, being an increase of 326,540*l.* compared to 1892–93. They consist mainly of contributions from the communes towards the support of the police, and of fines imposed by the police authorities. Ministry of the Interior.

Sundry receipts from these departments are estimated at 560,892*l.* Various administrative departments.

The sum required to cover the budget deficit in 1893–94 is estimated at 2,881,967*l.*, and will be raised by means of a loan. 975,480*l.* is required by the Department of Public Works for the administration of State Railways, and 676,063*l.* for works and public buildings.

The ordinary expenditure of the Kingdom of Prussia for 1893–94 is estimated at 90,728,029*l.*, being an increase of 1,989,797*l.* compared to last year. Ordinary expenditure.

The extraordinary expenditure 1893–94 is put down at 2,424,305*l.*, or 124,059*l.* more than in 1892–93. Total ordinary and extraordinary expenditure, 93,152,334*l.* This imposing total is again arrived at by charging to expenditure, independently of profits, all the expenses of the administration of the State Railways, woods and forests, lotteries, and mines and salines, which amount to more than 41,500,000*l.* Extraordinary expenditure.

Table II. gives the chief items of the ordinary expenditure in the estimated budget for 1893–94.

Department of Agriculture, Woods and Forests.

The administrative expenses of this department are put down at 22.000*l.* less than in 1892–93.

Department of Finance.

The cost of collecting direct taxes is estimated at 50,000*l.* more than last year, and there is an increase of 260,000*l.* in the expenditure on account of lotteries.

Department of Commerce and Industry.

The administrative expenses of mines and salines are expected to show a decrease of 250,000*l.* compared to last year.

Department of Public Works.

The ordinary expenditure of the administration of the State Railways is estimated at only 8,200*l.* more than in 1892–93. In the memorandum annexed to this report will be found a full statement of the hours of work, and of the wages, pensions, &c., of officials and employés of the State Railways in Prussia.

Endowments and General Finance Administration.

There is an estimated increased expenditure on account of the National Debt for interest, redemption fund, and general management, of 370,152*l.*; and Prussia's contribution to the budget of the Empire is 1,134,757*l.* more than in 1892–93. On the other hand, appanages, annuities, compensation allowances, and subventions are put down at 310,000*l.* less than last year.

House of Peers.

The expenditure is 8,866*l.*, or about the same as last year. Members are not paid, and get no travelling allowances.

Chamber of Deputies.

The total expenditure is estimated at 59,017*l.* Of this amount about 40,000*l.* is for the pay and travelling expenses of members. Each member gets 15*s.* a day when the Chamber is in Session, and an allowance for his travelling expenses.

Ministry of State.

The estimated expenditure is 233,137*l.*, being about 7,000*l.* more than last year.

Ministry of Foreign Affairs.

The expenditure of the Prussian Foreign Office is 4,554*l.*, the same as last year. The yearly cost of the Prussian Diplomatic Service, viz., the legations at the small German courts, is 22,028*l.*

Ministry of Finance.

The expenditure of this Ministry is put down at 138,000*l.* more than last year, pensions alone showing an increase of about 127,000*l.*

Ministry of Public Works.

The expenses of this department are about the same as last year, and are estimated at 1,099,386*l.* Of this amount 44,134*l.* are for the expenses of the Ministry, 1,041,627*l.* for the management of works and public buildings, and 13,625*l.* for miscellaneous expenses.

Ministry of Commerce and Industry.

The estimated expenditure is 304,763*l.*, being a trifle less than in 1892–93.

Ministry of Justice.

There is an increase of 153,000*l.* in the expenditure, of which 112,000*l.* is for expenses of provincial courts of justice.

Ministry of the Interior.

There is an increase in the expenditure on account of the Berlin police of 151,000*l.*, and of 111,000*l.* for the provincial police.

Ministry of Agriculture, Woods and Forests.

The total estimated expenditure, including the management of the stud farm, is about 41,000*l.* more than in 1892–93.

Ministry of Education and of Ecclesiastical and Sanitary Affairs.

The increase in the expenditure for 1893–94 amounts to about 121,000*l.*, of which 49,300*l.* is on account of elementary education, and 45,200*l.* for schools combining religious and other instruction.

The sum required is only 6,299*l.* for the armoury in Berlin. All expenditure connected with the army is included in the Imperial Budget. Ministry of War.

The estimated extraordinary expenditure for 1893–94, as will be seen by Table III., is put down at 2,424,305*l.* 975,480*l.* is for the administration of the State Railways; 676,063*l.* for the management of works and public buildings; 187,278*l.* for the Ministry of Agriculture, Woods and Forests; and 167,134*l.* for the Ministry of Justice. Extraordinary expenditure.

The National Debt of Prussia, according to the budget for 1893–94, amounts to 307,070,827*l.*, being an increase of 8,952,077*l.*, compared with the total at the commencement of the financial year 1892–93. It consists of a small old Hanoverian — National Debt.

Description.	Amount.
	£
5 per cent. loan for	17,439
Of 4 per cent. loans for	177,194,553
3½ „	96,871,169
3 „	24,344,262
And of railway loans (interest on which varies from 2½ per cent. to 4¼ per cent.)	8,643,404
Total	307,070,827

The annual interest on the debt amounts to 11,786,574*l.*, being an increase of 328,084*l.* compared to 1892–93, and the sinking fund, ordinary and extraordinary, to 1,831,803*l.*, or 37,328*l.* more than last year. Since the budget of 1893–94 was drawn up, a new 3 per cent. loan for 6,885,246*l.* has been issued, thus raising the National Debt to 313,956,073*l.*

The Civil List of the King of Prussia amounts to 756,686*l.* per annum. This sum is obtained from— Civil List.

Description.	Amount.
	£
The receipts from woods and forests ..	363,244
Vote by Prussian Parliament	393,442
Total	756,686

On April 11 subscriptions were invited to a 3 per cent. Prussian loan for 6,885,246*l.* The price of issue was fixed at 86·80. The loan was subscribed for five times over. 2,842,623*l.* of this loan goes to cover the deficit in the budget of Loan.

Note.—In converting German currency into sterling the average rate of exchange of 20 marks 33¼ pf. to the 1*l.* has been adopted.

1893–94, and the balance, 4,042,623*l.*, to defray those expenses in railway administration which may be met by loans authorised by special enactments.

Table I.—Estimated Revenue for the Year 1893–94.

Description.	Amount.
	£
Ministry of Agriculture—	
Woods and forests	4,365,921
Agriculture	69,290
Stud farm	110,490
Ministry of Finance—	
Direct taxes	9,106,524
Indirect taxes	3,499,869
Lotteries..	3,590,837
Sundries..	107,527
Ministry of Commerce and Industry—	
Mines and salines	6,804,650
Ministry of Public Works—	
State Railways	46,167,151
General Finance Administration—	
Customs duties and tobacco tax	6,620,337*
Tax on spirits	2,979,071*
Stamp duties	809,862*
Moneys on deposit	1,401,639
Sundries..	692,729
Ministry of Justice	2,841,639
,, the Interior	541,920
Various administrative departments	560,911
Extraordinary revenue..	2,881,967
Total	93,152,334

* Handed over to Prussia by the Imperial Treasury.

Table II.—Estimated Ordinary Expenditure for the Year 1893–94.

Description.	Amount.
	£
Department of Agriculture—	
Woods and Forests	2,021,333
Department of Finance—	
Collection of direct taxes	815,232
„ indirect „	1,570,037
Lotteries	3,149,154
Management of Mints	16,633
Department of Commerce and Industry—	
Mines and salines	5,867,152
Department of Public Works—	
State Railways	29,555,045
Endowments and General Finance Administration—	
Subvention to the annual income of the Crown	393,442
Interest on National Debt	11,786,574
Sinking Fund	1,831,803
Annuities	70,306
Expenses of management	54,220
House of Peers	8,866
Chamber of Deputies	59,017
Prussia's contribution to the Imperial Budget	10,373,439
Appanages, annuities, compensation allowances, and subventions	5,179,492
Ministry of State	233,137
Ministry for Foreign Affairs—	
Foreign Office	4,554
Prussian Diplomatic Service	22,028
Ministry of Finance—	
Pensions	1,992,859
Salaries of officials, widows' and orphans' institution, office expenses, general fund, &c.	1,183,398
Ministry of Public Works	1,099,386
Ministry of Commerce and Industry	304,763
Ministry of Justice—	
Upper district courts	213,335
Provincial courts of Justice	3,435,339
Disbursements in civil and criminal cases	441,000
Office expenses and sundry disbursements	535,292
Ministry of the Interior—	
Berlin police	582,408
Provincial police administration	476,996
Provincial police	525,064
Criminal administration	443,216
Officials and employés of provincial courts of justice	382,334
Office and sundry expenses	155,090
Ministry of Agriculture, Woods and Forests—	
General expenses of administration, agricultural schools, cattle breeding, fish breeding, veterinary schools, and other disbursements	604,020
Stud farm	226,760
Ministry of Education and of Sanitary and Ecclesiastical Affairs—	
Elementary education	3,055,474
Universities	398,562
Higher educational establishments	386,765
Schools combining religious and other instruction	527,123
Art and science	198,294
Technical education	80,863
Evangelical Church and Clergy	145,242

Estimated Ordinary Expenditure for the Year 1893–94—continued.

Description.	Amount.
	£
Ministry of Education and of Sanitary and Ecclesiastical Affairs—continued—	
Roman Catholic Church, Bishops, and Clergy ..	127,936
Office and sundry other expenses	188,747
Ministry of War—	
Berlin Armoury..	6,299
Total	90,728,029

Table III.—Estimated Extraordinary Expenditure for the Year 1893–94.

Description.	Amount.
	£
Ministry of State	3,935
,, Finance	117,073
Ministry of Public Works—	
Railway administration	975,480
Management of works and public buildings	676,063
Ministry of Commerce and Industry..	88,028
,, Justice	167,134
,, the Interior	47,462
Ministry of Agriculture, Woods, and Forests—	
Woods	14,754
Forests	100,819
Agriculture	59,194
Stud farm	12,511
Ministry of Education and of Ecclesiastical and Sanitary Affairs..	161,463
Ministry of War	389
Total	2,424,305

STATEMENT of the Regular Salaries and Extraordinary Allowances, together with the

Current Number.	Class of Official.	Yearly Salary of the Divisions.						
		1	2	3	4	5	6	
		£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£
1	Presidents..	..	..	..	..	525 0	..	.
2	Members of the Railway Directories and Traffic Directors, as also Heads of Departments of the works at Essen..	210 0	225 0	240 0	255 0	270 0	285 0	300
3	Members of the Traffic Offices, Inspectors of the Line, of Buildings and Machinery, and Traffic Inspectors	180 0	195 0	210 0	225 0	240 0	..	..
4	Telegraph Inspectors	150 0	160 0	170 0	180 0	190 0	200 0	..
5	Auditors of Accounts at Central Offices	..	..	..	..	240 0	..	..
6	Auditors of Booking Office Accounts..	130 0	170 0	180 0	190 0	200 0	..	..
7	Cashiers at Central Offices	150 0	157 10	165 0	172 10	180 0	..	..
8	Book-keepers and Railway Secretaries..	105 0	115 0	125 0	135 0	150 0	160 0	170
9	Secretaries in Works	70 0	82 10	90 0	97 10	105 0	112 10	120
10	Works and Traffic Controllers	135 0	142 10	150 0	157 10	165 0	172 10	180
11	Draughtsmen and Clerks, Class I	82 10	90 0	97 10	105 0	112 10	120 0	127
12	Draughtsmen and Clerks	75 0	80 0	85 0	90 0	95 0	100 0	105
13	Ticket Collectors and Office Servants	50 0	54 0	57 0	60 0	63 0	66 0	69
14	Station Masters, Class I.	105 0	112 10	120 0	127 10	132 10	137 10	145
15	*a.* Station Masters, Class II. .. .. .. *b.* Ships' Captains, Class I.	90 0	97 10	105 0	112 10	120 0	125 0	130
16	*a.* Station Inspectors and Station Assistants .. *b.* Ships' Captains, Class II.	75 0	80 0	85 0	90 0	95 0	100 0	105
17	Telegraph Clerks..	60 0	65 0	70 0	75 0	80 0	85 0	90
18	Foremen Shunters and Foremen of Carriage Works..	60 0	64 0	68 0	72 0	76 0	80 0	..
19	Pointsmen, Class I., ...	50 0	54 0	57 0	60 0	63 0	66 0	69
20	Doorkeepers, Ticket Collectors, Pointsmen, Foremen Loaders, and Bridge-keepers..	40 0	45 0	48 0	51 0	54 0	57 0	60
21	Line Inspectors, Class I.	90 0	97 10	105 0	112 10	120 0	125 0	130
22	Line Inspectors, Telegraph Superintendents	75 0	80 0	85 0	90 0	95 0	100 0	105
23	Line Watchmen, Loaders, and Night Watchmen ..	35 0	36 5	37 10	38 15	40 0	41 5	42
24	Auditors of Station Accounts and Goods Station Superintendents	120 0	127 10	135 0	140 0	145 0	152 10	160
25	Station Receivers and Goods Despatchers	90 0	97 10	105 0	112 10	120 0	125 0	130
26	Foremen Loaders	60 0	63 15	67 10	71 5	75 0	78 15	82
27	*a.* Engine drivers .. .. *b.* Ships' Engineers .. .. *c.* Engineers for Electric Light Establishments	60 0	66 10	73 0	79 10	86 0	92 10	100
28	*a.* Locomotive Stokers .. .. *b.* Ships' (ferry) stokers.. .. .. .. *c.* Engine Cleaners .. .. .. *d.* Bridge Toll Receivers	50 0	54 0	57 0	60 0	63 0	66 0	69
29	*a.* Chief Guards (Zugführer) .. .. .. *b.* Ships' Mates	55 0	59 0	63 0	67 0	71 0	75 0	..
30	Master Packers	55 0	59 0	63 0	67 0	71 0	75 0	..
31	*a.* Guards.. .. .. *b.* Brakesmen .. .. *c.* Sailors	40 0	42 10	45 0	47 10	50 0	52 10	55
32	Workshop Directors	105 0	115 0	125 0	135 0	150 0	160 0	170
33	Workshop Superintendents	90 0	97 10	105 0	112 10	120 0	125 0	130
34	Foremen in Workshops	60 0	64 0	68 0	72 0	76 0	80 0	..
35	Administrators of Stores, Class I.	105 0	112 10	120 0	127 10	135 0	142 10	150
36	Administrators of Stores, Class II.	75 0	80 0	85 0	90 0	95 0	100 0	105
37	Store-keepers	50 0	54 0	57 0	60 0	63 0	66 0	69

NOTE.—Current Nos. 2 and 3.—The salaries are divided into Classes.

Current Nos. 4, 6–8, 10, 11, 13–15, 17–35, and 37.—The period during which the salary belonging to each division is held counts from the day of appointment to the class to which the official belongs.

Current Nos. 9, 12, 16 and 36.—The periods during which the salary of each division is held to count from the commencement of service as a supernumerary employé. When an official is definitively appointed he receives the salary corresponding to the duration of his supernumerary service.

(1548—to face page 9.)

FICIALS (*ETATSMÄSSIGE BEAMTE*).

Increase according to Length of Service, for Officials of the Prussian State Railways, for 1893–94.

			Period during which the Salary belonging to each Division is held.									House Rent Allowance.	Part of E Allowan Calculated Pensions
	8	9	1	2	3	4	5	6	7	8	9		
s.	£ s.	£	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Years.	Class.	
	..	..	..	..	..	..	..	..	..	..	..	II.	
0	..	..	..	..	..	..	..	..	..	..	..	III.	Directors of ments are with 45 Deputy Pr
	..	..	..	..	..	..	..	..	..	..	..	III.	
	..	..	3	3	3	3	3	..†	..	..	..	IV.	
	..	..	..	..	..	..	..	..	..	..	..	IV.	
	..	..	3	3	3	3	..†	..	..	..	..	IV.	
	..	..	3	3	3	3	..†	..	..	..	..	IV.	
0	180 0	..	3	3	3	3	3	3	3	..†	..	IV.	
0	127 10	135	5	3	3	3	3	3	3	3	..†	IV.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	
0	135 0	..	3	3	3	3	3	3	3	..†	..	IV.	
0	110 0	..	5	3	3	3	3	3	3	..†	..	IV.	
0	72 0	75	3	3	3	3	3	3	3	3	..†	V.	
0	152 10	160	2	2	2	2	2	2	2	2	..†	IV.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	a.— b. 10*l.*
0	110 0	..	5	3	3	3	3	3	3	..†	..	IV.	a.— b. 10*l.*
0	..	..	3	3	3	3	3	3	..†	..	..	V.	
	..	..	3	3	3	3	3	..†	..	..	..	V.	
0	72 0	75	3	3	3	3	3	3	3	3	..†	V.	
0	..	..	1	3	3	3	3	3	..†	..	..	V.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	
0	43 15	45	3	3	3	3	3	3	3	3	..†	V.	
0	..	..	2	2	2	3	3	3	..†	..	..	IV.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	
0	86 5	90	3	3	3	3	3	3	3	3	..†	V.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	a. 17*l.* 10 b. 17*l.* 10 c.—
0	72 0	75	3	3	3	3	3	3	3	3	..†	V.	a. 12*l.* 10 b. 9*l.* c.— d.—
	..	..	3	3	3	3	3	..†	..	..	..	IV.	a. 15*l.* b. 10*l.*
	..	..	3	3	3	3	3	..†	..	..	..	V.	15*l.*
0	57 10	60	3	3	3	3	3	3	3	3	..†	V.	a. 10*l.* b. 10*l.* c. 7*l.* 10*s*
0	180 0	..	3	3	3	3	3	3	3	..†	..	IV.	
0	..	..	3	3	3	3	3	3	..†	..	..	IV.	
0	..	..	..	..	..	..	..	..†	..	..	..	V.	
0	..	..	3	3	3	3	4	4	..†	..	..	IV.	
0	110 0	..	5	3	3	3	3	3	3	..†	..	IV.	
0	72 0	75	3	3	3	3	3	3	3	3	..†	V.	

* For the calculation of pension these sums are added to the salary which the official draws at the time when he applies for a pension, even in cases where he has reached the highest salary of his class (§ 10 No. 4 of the Pensions Law of March 27, 1872). Local additions to salary, such as those enjoyed by employés at Berlin and Frankfort-on-Maine, and other important places, do not affect pensions. These local additions are:—For subordinate officials, Chief Guards, and Ships' Officers, up to 9*l.* per annum; for Station Masters of 2nd Class, Ships' Captains, Station Receivers, Goods Despatchers, Line Inspectors Class I., Line Inspectors, Telegraph Superintendents, Superintendent in Workshops, Station Superintendents, Station Assistants, Secretaries in Works, Administrators of Stores Class II., Engine Drivers and Ships' Engineers, up to 12*l.* per annum; for other intermediate officials up to 20*l.* per annum. The calculation of extraordinary emoluments towards the pension of employés on locomotives and trains commenced with the year 1885–86.

† All further service.

MEMORANDUM giving a full Statement of the Hours of Work, and of the Wages, Pensions, &c., of Officials and Employés of the State Railways in Prussia.

The annexed tables show the regular salaries and extraordinary allowances, together with their increase according to length of service, of officials of the Prussian State Railways for the year 1893–94, and the "Regulations" give the daily hours of work of railway employés.

As regards pensions the servants of the State railways are in exactly the same position as other Government officials, and have a right to pensions, and to widows' and orphans' allowances without any special contribution for this purpose. The rate of pensions is regulated by the General Pensions Law, which applies to all officials, and amounts to fifteen-sixtieths up to forty-five-sixtieths of their pay, according to length of service.

The capital expense of the Prussian State Railways was calculated at the end of the financial year 1891–92 at 12,841*l.* per kilom. (about 20,677*l.* per mile).

The annual expenses of maintenance and repairs have, according to the average of the last 8 or 10 years, amounted, per kilom., to 109*l.* for maintenance of permanent way and buildings; to 115*l.* for maintenance of rolling stock; to 76*l.* for renewal of permanent way; to 52*l.* for renewal of rolling stock; and to 16*l.* for particular objects which involved considerable expense for completing, improving, and extending the lines.

(For Table A see table facing.)

According to the tariff of the law of May 12, 1873 (Collection of Laws, p. 209), respecting the house-rent allowances of public servants, the yearly amount of such allowances are—

Description.	In Places Grouped under—						Average for Calculation of Pension.
	A.*	I.	II.	III.	IV.	V.	
	£	£	£ s.	£ s.	£ s.	£	£ s. d.
For Class I. ...	75	60 0	45 0	36 0	30 0	30	40 2 0
,, II. ...	60	45 0	36 0	30 0	27 0	27	33 0 0
,, III. ...	45	33 0	27 0	24 0	21 0	18	24 12 0
,, IV. ...	27	21 12	18 0	15 0	10 16	9	14 17 7
,, V. ...	12	9 0	7 4	5 8	3 12	3	5 12 9

* To the Group A belong, according to the Law of May 28, 1887 ("Imperial Law Sheets," p. 159), the following places within the sphere of the Prussian Railway Administration:—Berlin, Altona, Bremen, Frankfort-on-Main with Bockenheim and Bornheim, Hamburg.

Table B.—Supernumerary Officials (Ausseretatsmässige Beamte).

Current Number.	Class of Official.	Yearly Salary of the Divisions.				
		1	2	3	4	5
		£	£	£	£	£
1	Assessors and Engineers (Civil and Mechanical)	135	150	165	180	..
2	Supernumerary Workshop Directors	90	99	105	...	...
3	Surveyors					
4	Supernumerary Workshop Superintendents	75	84	90	...	...
5	Technical Office Employés (Supernumerary)*	63	69	75	...	...
6	Line Inspectors (Supernumerary)					
7	Telegraph Inspectors (Supernumerary)	66	72	75	...	...
8	Non-Technical Office Employés (Supernumerary)*	57	66	72	75	...
9	Station Supernumeraries* ...					
10	Supernumerary Administrators of Stores*	57	66	72	75	...
11	Supernumerary Draughtsmen*					
12	Supernumerary Clerks* ...	54	63	69	75	...
	Supernumerary—					
13	Telegraph Clerks					
14	Foremen Loaders	51	57	60	...	...
15	Foremen Shunters					
16	Foremen of Carriage Works					

* The employés under Current Numbers 5, 8, 9, 10, 11, and 12, if they do not obtain their regular appointment on the Staff of the Railway Administration within five years after their first appointment as supernumeraries, receive a further increase of salary beyond 75*l.*, at a rate corresponding to the increase in the salaries of regular employés.

It is within the powers of the Royal Railway Boards (Eisenbahn Directionen) concerned to grant revocable additions of 3*l.* to 9*l.* to the salaries of supernumerary officials at the places enumerated below, provided that they are still in the two lowest divisions of salary. The places to which this applies are—Königsberg, Danzig, Posen, Stettin, Berlin with Charlottenburg, Wilmersdorf-Friedenau, Schöneberg, Stralau, Tempelhof, Rixdorf, Spandau, Breslau, Halle, Leipzig, Gross-Lichterfelde, and Potsdam, Magdeburg, Brunswick, Hamburg, Harburg, Altona, Kiel, Flensburg, Bremen, Hanover, Hamm, Cassel, Frankfort-

on-Main with Bockenheim and Sachsenhausen, Offenbach, Wiesbaden, Mayence, Castel, and Ems.

The following Railway Boards also have power to make suitable additions to salaries for places where the cost of living is exceptionally high:—The Railway Boards at Cologne (right and left bank) and Elberfeld—for the Ruhr Coal District after consultation together—each for the whole district; the Railway Boards at Berlin and Breslau for the coal districts of Upper and Lower Silesia; and the Railway Board at Magdeburg for the industrial districts served by the lines under their control.

REGULATIONS Respecting the Admissible Limits of the Regular Hours of Work of Railway Servants Employed in Out-door Service.

Preliminary Observation.

A regular day's work, the admissible limits of which are laid down in the following paragraphs, is understood to be the period between two entirely free spells of at least 8 hours each (or in the case of railway servants employed on trains—such as guards, drivers, stokers, or brakesmen—of 10 or 6 hours, according as it is spent at their domicile, or away from it). During the day's work the persons in question, in accordance with the scheme of the time-tables, are actively employed, or must hold themselves ready for active employment.

It includes any shorter periods of rest which may occur within such time.

I.—*Line Keepers.*

1. The regular day's work of line-keepers on sections on which only day-trains are run, or on which there is only a night service, must not, as a rule, exceed 14 hours. Only in cases where the conditions of the traffic are so simple that the line keepers have repeated periods of inactivity within their working time—as, for instance, on branch lines where very few trains are run—may the day's work, including the time when the line-keepers are expected to be at their posts, although not actively employed, be exceptionally extended to 16 hours. The same holds good in cases where the regular work is interrupted by a rest of several consecutive hours.

2. On sections where there is a full day and night service the regular daily hours of labour for line-keepers must not exceed 13. This may only be exceptionally extended to 14 hours on days when a change in the train service takes place.

3. In cases where the line-keepers are unable to find lodgings near the line the time occupied in walking to and from their posts is to be included in the day's work.

II.—*Pointsmen.*

1. The regular hours of duty of pointsmen who are not employed in signal boxes, and whose points are on so busy a section of the line that no considerable intervals occur in their work, must not extend over more than 8 hours.

2. In other cases the regular day's work of pointsmen may amount to 12 hours, and, in cases where the local conditions of traffic admit of repeated and considerable intervals of rest, as also on days when the train service is changed, may be extended to 14 hours.

In exceptional cases the day's work may be extended to 16 hours, if after 8 hours' labour an interval of at least 4 hours' complete rest can be allowed.

3. The daily hours of work of pointsmen employed in signal-boxes in places where the management of the points requires uninterrupted attention and activity, shall not exceed 8 hours. In other cases the duty in signal-boxes is subject to the conditions laid down above under paragragh 2.

III.—*Station Officials.*

1. The regular hours of out-door station work, in cases where the number of incoming and outgoing trains, or incessant shunting, does not admit of sufficient periods of rest, shall not exceed 8 hours.

2. In other cases the day's work of out-door station officials may be extended to 12 hours, and on days when the train service is changed to 14 hours. In cases where the conditions of the traffic are very simple, as on branch lines where few trains are run, and where the officials have repeated and considerable periods of rest, the competent authorities may exceptionally extend the hours of work, including the time when the officials must be at their posts, although not actively employed, to 16 hours.

3. The service at secondary stations (Haltestellen) is regulated by the rules laid down for station officials; that for stopping-places (Haltepunkte) according to the regulations for line-keepers.

IV.—*Telegraph Clerks.*

1. The regular hours of duty for telegraph clerks, in cases where the train and message service is so great that it requires uninterrupted attention and activity on their part, must not exceed 8 hours.

2. In all other cases the daily hours of duty of telegraph clerks may be regulated by the rules laid down under III., 2, for station officials.

V.—*Shunting Masters.*

1. The regular hours of duty for shunting masters, in cases where the work requires their uninterrupted activity, must not exceed 10 hours.

2. In other cases the regular day's work of shunting masters may amount to 12 hours, and on days when the train service is changed to 14.

VI.—*Rolling-Stock Inspectors.*

The regular day's work of rolling-stock inspectors (Wagenmeister) may extend to 12 hours, and on days when the train service is changed to 14.

VII.—*Train Officials.*

1. The hours on which train officials (drivers, stokers, guards, and brakesmen) are on duty shall be so arranged that in each month the average day's work of any one official shall not exceed 11 hours. Further reductions of the hours of duty, in consideration of special demands made upon the men, are to be determined by the competent railway authorities, on their own responsibility, at the beginning of each season when a new time-table is issued.

2. The extension of single periods of duty on a train up to 16 hours is only permissible if considerable periods of rest are included in that time, and if the demands made upon the men are of so simple a nature that, according to the responsible opinion of the competent authority, there can be no question of over-work. In the case of drivers and stokers the regular time spent on the engine while running the train must not exceed 10 hours.

3. After a period of 14 or 16 hours duty on a train the men must, as a rule, be allowed a longer period of rest in their domicile, and such rest must be arranged to fall, if possible, between the hours of 7 P.M. and 7 A.M.

4. In estimating the length of the spell of duty on a train the time spent in taking over, or being relieved of duty before the departure, and after the arrival of the train should be considered.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1548)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1236.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF THE GRAND DUCHY OF BADEN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1082 (page 61).

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE.
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

C. 6855—123.] *Price One Penny.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1120.	Teneriffe	1d.
1121	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d
1234.	Taganrog	2½d.
1235.	Ningpo	1d.

No. 1236.

Reference to previous Report, Annual Series No. 1082, *p.* 61.

GERMANY.

MANNHEIM.

Consul Ladenburg to the Earl of Rosebery.

My Lord, *Mannheim, May* 15, 1893.

I HAVE the honour to forward to your Lordship herewith the Annual Report on the Commerce, Industry, and Agriculture of my District for the year 1892.

I have, &c.

(Signed) FERD. LADENBURG.

Report on the Commerce, Industry, and Agriculture of the Grand Duchy of Baden for the Year 1892.

ABSTRACT of Contents.

	PAGE
Germany has two main outlets	2
Corn trade	2
Hops; deficient crop; owing to cholera less beer drunk	3
Seeds; French and English trade; flour; spirits	4
Brewing; more and worse beer consumed	4
Wine; sugar	5
Tobacco	6
Cigar making	7
Coffee market; coals	8
Timber; chemicals	9
Watch and clock making; textiles	10
Labour market; factory canteens	11
The Sunday rest question	12

The year 1891 was but partly satisfactory for trade and industry in Baden, and 1892, so far from bringing any general improvement, in many branches yielded even poorer results.

Of evil influence was the cholera, although the epidemic did not last long, and was mainly confined to one locality, yet, owing to the position that Hamburg occupies in German commerce, the effects of the cholera in that city took a very wide circumference indeed.

Germany has two main outlets.

Germany has two main outlets. These, of almost equal importance, but of very different character and service, are the Rhine and Hamburg. The former, as the great artery to western and southern Germany, furnishing cheap water carriage to a wide extent of country, especially to the coalfields, the iron industry, and the whole import of raw materials and heavy goods of the south and west, is of obvious value, but suffers also the drawback of such carriage being somewhat slow and being not unfrequently impeded, or even arrested altogether, by ice, fogs, or more generally by deficiency of water.

And then, although the Rhine gives South Germany connection with the three ports, Amsterdam, Rotterdam, and Antwerp, yet, on the other hand, as the chief centre for German shipping, the starting-point of almost all its lines of ocean steamers, Hamburg necessarily commands the major proportion of the whole export trade of the country. Next to the Danube, the chief international river in Europe, more than half of the shipping on the Rhine being Dutch and Belgian, apart from other circumstances, it is this international character of the river that prevents its being as much use to Germany as it might otherwise become.

Practically all goods by rail, declared to be for export, enjoy a reduced rate of carriage of 25 per cent., and Hamburg is really almost as important to north as to south Germany.

Corn trade.

The corn trade, the principal business in Mannheim, suffered also from other causes. Unusually heavy stocks at the outset, viz., 440,260 quarters on January 1, against 89,940 quarters at the same period in the previous year, coupled with the immense surplus in the United States and later on an excellent harvest in Germany, caused a steady uninterrupted fall of prices from January to December till finally they reached a point unknown for many years. The fall in wheat, taking the highest and lowest quotations, amounted to no less than 28 per cent., and in rye to 34 per cent. Under such conditions business was very difficult indeed, and losses were very heavy, and would have been much greater but for the increased consumption of the two chief customers in the Mannheim market, South Germany and Switzerland, the former taking about 910,000 quarters against 842,000 quarters in 1891, and Switzerland about 172,000 quarters against 120,000 quarters in the previous year. The Mediterranean ports, Venice, Genoa, and Marseilles, are beginning to compete with Mannheim for possession of the Swiss corn trade.

The chief source of supply was always in the first place North America, but South America, Roumania, Russia, California

and India also furnished considerable supplies, and lastly, in the autumn, North Germany competed energetically, and, assisted by her railway tariffs, again claimed ascendancy in flour.

Bread of the poor and bread of the rich.

It is to be remarked that rye, which has hitherto been the principal bread-corn in Germany, is beginning to yield place to wheat. In 1892, for the first time, wheaten bread was largely consumed by the army and other public institutions. The change was, no doubt, mainly owing to the relatively cheaper price of wheat in 1892. But it may be also partly ascribed to other causes, as the gradual increase of wealth of the people and the growth of town population. The black bread is, however, so much more substantial that in the villages, at least, it is not likely to be soon supplanted by the wheaten loaf.

The average price of wheat in the Mannheim market in January was 12*l.* 6*s.* 11*d.*, and in December 8*l.* 19*s.* 2*d.* per 1,000 kilos.,* while rye that in January stood at 12*l.* 3*s.* 8*d.*, had fallen in December to 9*l.* 8*s.* 10*d.* per 1,000 kilos.

The German harvest in 1892 was satisfactory, both in point of quality and quantity, and with its appearance in the market imports from other countries at once diminished. In Prussia the winter wheat averaged from 110 per cent. to 103 per cent.; in south-western Germany and Upper and Lower Bavaria, 125 per cent.; in the Palatinate, 120 per cent.; in Würtemburg and Baden, 100 per cent.

Equally good was the rye crop. The deficiency in rye during the earlier part of the year was covered by Roumania and the north-eastern provinces; Russia, the ordinary chief source for rye, having prohibited export. There was also a full crop of barley, and in Baden the quality was "good" to "very good." Business during the first 6 months was slack, brewers and maltsters having largely covered their requirements in the previous autumn, and the decreased consumption of beer lessened the demand.

The new crop, however, found ready acceptance, grinding descriptions only, that had previously been employed as substitute for high-priced rye, being less noticed. During the first half of the year much trade was done in oats, the large stocks finding a good market in the lower Rhine lands, but after the harvest business was restricted to home requirements. Our crop of peas and beans was also excellent, and the demand, that had been dull owing to the continuous fall in prices, revived again in the autumn.

Deficient crop of hops; owing to cholera less beer drunk.

The crop in Germany of hops was below the average by reason of the excessive heat and dryness. The colour also suffered; nevertheless, the quality was good. Baden had 42,000 cwts., against 52,000 cwts. in the previous year. Reports having greatly exaggerated the injury, the whole crop was eagerly bought up almost before the picking was completed, and prices rose within a fortnight from 7*l.* per cwt. to 9*l.* per cwt. Later on prices declined, the more so since the cholera exercised a very depressing tendency on the consumption of beer. A fall of

* Equal to 19 cwts. 2 qrs. 21 lbs.

1*l.* 10*s.* to 2*l.*, however, stimulated business afresh. Hop-picking in Baden is generally eight to ten days earlier than elsewhere in Germany, and in 1892 the Baden hop-growers availed themselves to the full of this advantage, and profited largely by the first excited demand. The trade makes indeed serious complaints, but which appear somewhat contradictory. On the one hand it is said that the high duty in the United States is shutting out German hops from the American market, while at the same time it is declared that American hops are excluding them from the English market.

Seeds, French and English trade. French tariff changes.

Business in seeds was normal. In summer quiet, it became active in autumn. Business connections with France are gradually terminating altogether, the result of her high tariff; on the other hand, trade with England is becoming more interesting, and became especially animate on the failure of the crop of clover seed.

Supplies of oil-seeds were abundant, and, assisted by active consumption, crushing-mills did a fair business. The fall in silver caused, indeed, some inconvenience, and the competition of American cotton-seed oil was also, as usual, very appreciable, yet, in spite of an average decline of 10 per cent. in prices, trade remained remunerative.

Flour. North Germany feeds and rules South Germany.

Until after the new harvest helped them, the North German mills were quite unable to compete, and the local millers consequently enjoyed undisturbed possession of the South German consumption during the greater part of the year, especially the large mills, want of water-power causing many of the smaller ones to stop working. All the more bitter, therefore, was the complaint when, with the new harvest, the North German millers again assumed charge of the South German markets.

Spirits, dilution by law.

The consumption of spirits in the country districts, especially in Baden and the Black Forest, was much smaller. The chief reason was the unfavourable state of trade in general. There is also a strong tendency on the part of the authorities to refuse all licences to sell spirits. The diminished consumption seems, however, in reality not so much due to a decreased demand for spirits as owing to the heavier duty. A more diluted quality of alcohol is sold. To adapt this weaker beverage to the popular taste, and to give the necessary sharpness, various expedients have been adopted that render the "brandy" even more injurious to the health than before.

In sympathy with the corn market, the prices in spirits fell steadily throughout the year, and business was affected accordingly.

Beer brewing. More and worse beer consumed.

Favoured by fine weather, the consumption of beer during the spring and summer was very large, until the cholera acted as a check. Nevertheless, brewers had a better time than in 1891. The South German brewing interest suffers, however, in general from disadvantages that will take years to remove. Within the last ten or fifteen years almost all the large breweries have passed into the hands of companies, with results as yet very little satis-

factory to the public or the shareholders. The change involved a largely increased investment of capital. In some cases the original price paid was too high, and then there were invariably rebuilding, enlargements, and purchase of more modern and perfect machinery, so that in spite of increased consumption of beer the increase of capital was too large to command immediate profits. The evil was aggravated by the breweries buying up at high prices well-frequented public-houses, or occupying them at excessive rents. Although malt and hops have not risen much in value, beer has risen considerably in price during the last ten years, and the quality has deteriorated; there has been great over-production, and the breweries have had little benefit. It is characteristic that almost every town exports its best beer to the neighbouring towns, so that of the various descriptions retailed the local brew is generally the worst. Another feature is that in the larger towns all the small breweries have been crushed out of existence, or have disposed of their business to the larger concerns. Recovery is gradually setting in, but it will probably take years before conditions obtain satisfactory alike to the public and brewers. The number of public-houses is everywhere quite excessive.

Wine. The new vintage very good.

The year 1892, as regards the vineyards, began under very unfavourable aspects They had not fully recovered from the severe winter frosts of 1890–91, and the fresh wood gained by the vines in the autumn was weak and unpromising. Fine spring weather, however, caused an improvement, so that the vines began to blossom already in the first part of May. At this critical period, unhappily, a change of temperature occurred, and with cold, wet days the blossoming was checked and became irregular. Nevertheless, this was remedied by the weather in July, and by uninterrupted sunshine from then till the beginning of October. August especially brought heat, intensive and continuous, as has seldom been experienced. Only a little rain was wanting to promise a vintage of extraordinary excellence and abundance. The soil was completely parched by the heat. The vintage proved deficient in quantity, yet in point of sweetness and flavour the 1892 wines must be ranked with the best vintages since 1875. The vineyard possessors, especially the small peasants, are much to be congratulated, for they have had a series of bad or indifferent years. The demand for the new wine was exceedingly active already at the commencement of the vintage. Prices on the Upper Hardt were from 21*l.* to 25*l.*; in the Middle and Lower Hardt, from 30*l.* to 75*l.* per 1,000 litres,* while in the Middle Hessian districts prices ranged from 27*l.* 10*s.* to 70*l.* per 1,200 litres. They have since risen, and are likely to go higher, owing to the reputation of the vintages.

Under the new commercial treaty the import of Italian wines has considerably increased, especially for North German consumption.

Sugar. With increase of wealth more sugar

The consumption of sugar in Germany is gradually increasing. It amounted in 1891–92 to 9·5 kilos.† per head of the popu-

* Equal to 220 gallons 1 quart. † Equal to 20 lbs.

consumed in Germmany. Importance of home sugar market.

lation as against 8·6 kilos. the average of the last five years. This growth constitutes the best outlook for the German sugar industry. The last season gave refiners little satisfaction, the difference in price between raw and refined sugar leaving them but a very small margin. Although America as buyer completely ruled the market, yet quotations for raw sugar remained high, while the sale of refined was very slow.

During the period September, 1891–92, the raw sugar market showed but slight fluctuations. In October, 1891—that is, at the beginning of the new season—manufacturers' prices for refined were quoted at about 2*l.* 18*s.* per 100 kilos.* They rose already at the close of the same year to 3*l.* 1*s.*, and fell towards the middle of May, 1892, to 2*l.* 17*s.*, at which figure, barring trifling variations, they remained till October, when the sugar of the new crop came in. The new season brought lower prices. The first sales of refiners were at 2*l.* 15*s.* 6*d.* to 2*l.* 16*s.* per 100 kilos. As far as dealers availed themselves of such low quotations, they were able to do a profitable trade since refiners soon raised the price to 2*l.* 18*s.* to 2*l.* 18*s.* 6*d.* According to the report of an agent, wholesale business in sugar has for a long time past yielded but very small profit, and in Mannheim few firms now work the article on a large scale.

Tobacco planting in Europe is not remunerative.

The position of German tobacco has been illustrated by a further considerable diminution of the area cultivated. For upwards of a century and a half has tobacco formed a principal agricultural product in Baden and the Palatinate, and by dint of long experience and careful study the cultivation and curing of the herb has been carried to great perfection. Agriculture is not in such a flourishing condition that it can easily bear the loss of any product. The subject is, therefore, attracting attention and causing much discussion. Unfortunately, remedy is rather difficult. The public taste demands a better quality of tobacco than can be produced in Germany, which is, therefore, becoming even more dependent upon foreign growths; and then it is an expensive plant to grow, requiring not only heavy manuring but much skill and labour. It is very liable to suffer from the weather, and even when harvested and the leaves are hung up in the barns to dry, the herb still remains dependent upon the temperature and upon proper treatment. In short, its value depends upon a variety of factors, and to be remunerative tobacco, therefore, demands a good price. This, in spite of good quality, it has not been able to obtain of late years. Good or bad, there is always the excise duty to be paid, and the fiscal regulations are found vexatious. Lastly, there is the competition of the foreign tobacco, which is often not very good in quality, but is generally very cheap, and though subject to a much higher duty is greatly limiting the consumption of the home-grown herb. For the cheapest description of cigars, and for the pipe of the peasant and workman, German tobacco would, indeed, always find a market, if only the cultivation could be made remunerative. To achieve this the alternative lies between

* Equal to 1 cwt. 3 qrs. 24 lbs.

reducing the excise duty or raising the import duty. The latter has its difficulties, owing to the consumers of tobacco in Germany being so much more numerous than the growers. The best remedy would, perhaps, be to remove the antiquated excise tax altogether, or, at least, to greatly diminish it. More probably the import duty will be raised.

Notwithstanding the excellent quality of the 1891 Palatinate tobaccos, there has been no real improvement in the position. Business was fairly active and even at somewhat higher prices, while dealers at least derived some benefit by the French Government taking 40,000 cwts. of ordinary, otherwise almost unsaleable, quality out of the market, and by the Italian Government buying a further 12,000 cwts. of Alsatian growth.

In 1892 only 14,735 hectares* were planted with tobacco as against 18,533 hectares in 1891, and 22,262 hectares the average of 1871–79, while the number of planters has sunk from 180,200 in 1890 and 162,843 in 1891 to 145,023 in 1892. Of course, a product so costly and risky as tobacco is cultivated by the peasants only in small plots.

Cigar making.

According to anticipation, business in 1892 was at first rather difficult, in fact during the first seven months very unfavourable, chiefly owing to the condition of trade in general. In August, facilitated by the excellence of the harvest, things began to take a turn, but then came the cholera impeding intercourse and bringing stagnation everywhere. Only after its extinction did business really improve, and in October-November consumption was active, so that manufacturers were able to reduce their stocks. Such brief period of prosperity was, however, but very inadequate indemnity for the dulness of the rest of the year.

In the somewhat considerable manufacture of cigars in this district, besides the home grown tobacco, Sumatra, Java, Borneo, Havannah, and Mexican kinds are employed as covers, and Java, Domingo, Brazilian, and Havannah descriptions as wrappers and fillers, and in smaller quantities also seed-leaf and Columbian tobacco. For covers, Palatinate tobacco is used only here and there, since the export of Palatinate cigars has almost totally ceased. On the other hand, when of fair quality such tobacco is still employed for wrappers and fillers for cheap cigars, and the 1891 leaf, on account of its good burning proportion and flavour was readily used by manufacturers. The 1891 Sumatra leaf proved as bad in every respect as that of the previous year. Java was also inferior, heavy, strong, sweet, of uncertain burning, and in point of quality much too dear. For Brazilian there was little demand, the previous crop having been so unsatisfactory. Good Domingo kinds enjoyed inquiry, but little was offered and the 1892 supplies left much to be desired in quality; really fine lots of Havannah growth were scarce. Borneo has not yet realised the promise of a cover material capable of competing with Sumatra leaf, and though the new Mexican supplies were satisfactory in quality and colour, yet the leaf lacked the needful strength for use as covers.

* 1 hectare equal to 2 acres 2,280 square yards.

Coffee. A good business year.

The year 1892 was in general favourable for the coffee business. At the commencement a rising tendency interrupted only by a short fall, and followed by rapid recovery, showed itself in transaction for future delivery, and then from the end of April till the middle of October, prices remained steady, fluctuations being very slight and short lived. From the middle of October to the close of the year a gradual strengthening of the market took place and the new year began with 10 per cent. higher prices than at the same period in 1891.

The Brazilian crop reached the enormous, previously unequalled, total of 7,400,000 bales without, however, exerting the anticipated pressure on prices. This was partly due to the large reductions in stocks, the two former crops having been but small, and then the published estimates of the 1892–93 crop pointed to a maximum of 6,000,000 bales.

Nor was there any such considerable accumulation of stocks as had been anticipated, and since the unfavourable reports concerning the blossoming period of the 1893–94 crop were confirmed, and an estimate of only 5,000,000 bales was talked of, the tendency of the market was able to grow firmer.

Under such conditions and the steady course of prices, trade for consumption was also favourable, all heavier fluctuations passing off so rapidly that genuine business was but slightly affected, and the later prolonged stability of prices enabled dealers to sound and profitable trade.

Of course the chief business also in 1892 was in Brazilian coffee, the Java crop turned out small, and the yellow and brown kinds preferred by reason of excellence of flavour, were totally wanting. On the other hand there was an active demand for washed Java coffee, the West Indian mode of preparation so called, and it would seem as though this description will be accepted as substitute for the gradually diminishing supply of Ceylon coffee.

Also in 1892 the London market was unable to exert any important influence on business here, owing to the ever stronger tendency of the chief continental markets to enter into direct connection with the producing countries. In anticipation of this, some firms in London have obtained the representation of large houses in the coffee growing countries, and now do considerable business on commission.

Coals.

The arrivals of coals at Mannheim in 1892 amounted to 785,625 tons, of which 4,621 tons were English coal.

Advantages of cheap State-owned railways.

As a continental country with a comparatively slight extent of sea-coast Germany is largely dependent upon cheap means of transport to enable it to employ its numerous industrial population by export trade. In such respect it is naturally in an unfavourable position compared with other countries. Thus, for example, the cost of transport of the materials for a ton of rails is stated to amount in England at about 9 per cent. to 10 per cent. as against 28 per cent. to 30 per cent. of the total cost of production in Germany. And so in many other industries in proportion. This great disadvantage can hardly be altogether overcome. It is,

however, mitigated in the first place by the network of railways having been constructed very cheaply as compared with the English, by their being worked very economically, and being besides mostly State property, and not having therefore to produce dividends, but only to cover interest, they are in a position to put a premium on export trade by reduced rates.

The Rhine navigation remained open from January 1 till Christmas, and was interrupted only for a few days in January and February by floods, and after Christmas by ice. The depth of water during the first ten months of the year was sufficient, but later on the river fell so low that vessels could hardly ascend. Rates of freight and tonnage were barely paying, occasionally indeed quite unremunerative.

Timber.

The timber trade, like so many other branches of industry, was injuriously influenced by the termination of the great building impulse of the last ten years, and which has completely altered the appearance and dimensions of many of the South German towns and cities. In all the larger cities comparatively very few houses are now being built, and the poorer classes are taking possession of the old ones abandoned by the wealthy on their migration to the suburbs.

Some firms were obliged to dispose of their large stocks of nun wood at almost any price they could get, the quality suffering from longer storing. It would seem that this description of wood is especially perishable. Be that as it may, in spring and summer such forced sales crushed prices and seriously affected the market. Later on, however, it improved. Prices in the forests are high and there appear to be still large quantities of nun-wood, but the ravages of the nun caterpillar have terminated, and there will be no special sales by forest owners on that account in 1893. The sale of logs to Holland is steadily declining.

Hard woods. Effects of the French tariff.

For hard woods there was a good demand along the Rhine, and supplies were disposed of at fair prices, until Dutch consumers found it more profitable to contract in America, and then the fishery business proving bad, stagnation prevailed. In general the diminution of wooden shipbuilding, together with the thinning of German oaks, owing to large home consumption, is gradually reducing the export to Holland, and Austria-Hungary is becoming the chief source of oak timber. The formerly large export of Germany to France of timber of all kinds has almost ceased under the French tariff.

Chemicals. Foreign patents and home production.

For this large and important industry the year 1892 may be termed favourable. Many articles suffered, indeed, from depression in prices or over-production, yet on the whole there was little cause for complaint, and several branches did a very good business. Soda benefited by the formation of the syndicate, and, owing to the cholera, chloride of lime and liquid carbolic acid were in very wide and active demand. The manufacture of coal tar colours was again exceedingly profitable. The quinine factory reports that in spite of the production of new antipyretics the demand for quinine was steady throughout the year, and at times

very lively. Prices, however, enjoyed but a passing revival, and were in general so low as to yield but little profit. Alcohol preparations declined in sympathy with the fall in the price of spirits, and cocaine owing to abundant supplies of raw material, yet the demand was active and business satisfactory. Complaint is made that Austria insists that every German subject who takes out a patent for Austria-Hungary shall also manufacture in Austria the article protected, and yet more, that Switzerland refuses all patent protection to chemicals. It has no large chemical industry.

Watch and clock making.

Like so many others this Black Forest industry suffered from the general dulness of trade, and in spite of every effort on the part of manufacturers to retain possession of the English market, the export diminished. The falling-off was not, however, very great, and they observe that their English competitors also complained of slackness.

Textiles.

For the textile industry the year 1892 was in general unfavourable, especially for spinners, while weavers suffered somewhat less. The former had to contend with over-productions, and even at reduced prices were unable to do adequate business.

The steady fall in the market, and the disappointments and heavy losses of the preceding year, brought about utter discouragement and complete distrust in cotton and everything connected with it. This depression obtained in full force during the first three months, and when April brought a change owing to limited supplies of cotton and rumours of a reduction in the area planted, yarns nevertheless failed to improve in value. Weavers, on the other hand, helped by fine weather already before Easter, succeeded in establishing better prices, and in course of the year also in gradually raising them. Only in May did spinners get a turn, and the small rise lasted till August, when half the advance was lost, but recovered again in September, and then from October till the close of the year prices rose firmly.

The scale of quotations in the Stuttgart Cotton Exchange for 34-inch 19/18 thread coarse printing calico per meter was as follows:—

Month.	Per Metre.
	Pfennig.
January	15½
February	15½
March	15¾
April	16¼
May	17¾
June	18½
July	18½
August	18
September	18¼
October	19
November	20
December	21

And for 36/44 caps—

Month.	Per Kilogramme.
	Pfennig.
January	144
February	138
March	134
April	134
May	136
June	138
July	138
August	136
September	138
October	144
November	160
December	172

Should the weather in the spring and summer prove favourable, and the cholera not again interfere, the 1893 prospects for the textile industry are decidedly good.

Throughout the year 1892 there was no great demand for labour, trade being dull, but neither was the number of unemployed at any time at all great. In spite of the increased price of victuals, the rate of wages was only in quite exceptional cases higher, in some instances even lower. Labour market.

The average price of bread in the Mannheim market in 1892 was 3¼*d.* per lb., second quality 2¾*d.* per lb., eggs 9*d.* per dozen, flour 1¾*d.* per lb., butter 1*s.* 2*d.* per lb., beef 7½*d.* per lb., veal 8*d.* per lb., and pork 8*d.* per lb., while potatoes cost 4*s.* 5*d.* per cwt.

The average prices for the last 5 years were for bread, first quality, 3*d.* per lb., second 2¼*d.* per lb., butter 1*s.* 1½*d.* per lb., and beef and pork 7*d.* per lb.

Wages—farm labourers earned in summer 1*s.* 9*d.* to 2*s.* a day, unskilled hands in the towns obtained 2*s.* 2*d.* to 2*s.* 6*d.*, and in some of the factories 2*s.* 8*d.* to 3*s.* per working day of 10 hours; overtime was paid one-third higher. Servant girls got 6*l.* to 8*l.* a year, and if intelligent and with good testimonials as much as 12*l.* But universal is the complaint of housekeepers that the peasant girls from the country are very slow to learn and only too rapidly grow restless and demoralised by town life.

The efforts made by several of the large factories to improve the condition of their workmen have unhappily not been as successful as could be wished. Especially does this apply to the canteens, wherein meals of excellent quality and quantity are served at or below cost price. After the first sense of novelty had passed away, the workmen ceased from visiting the dining halls. Thus one factory with 1,900 hands has only 300 diners, another with 300 hands only 50, at a third with 700 workmen barely 70 visit the dinner-hall, and at a fourth with 250 workmen only 30 avail themselves of it. Factory canteens not successful as yet.

Many and somewhat contradictory reasons are given for this

want of participation. At all events it has given rise to some degree of disappointment. One firm observes: "The result confirms our first opinion concerning the social political legislation. We think that the workmen should be afforded opportunity to help themselves, and in their own fashion. Benefits conferred or enforced upon them, although accepted, are by no means fully appreciated. The workmen regard them with indifference, whereas all self effort in the way of improvement as provision against illness and disability, and better and cheaper food and the like, produces more satisfaction and increases the sense of independence. In short, we think it would be better to point out to the workman how he can improve his position than with outlay of money to force benefits upon him."

There is much cogency in the objection. It is, however, to be feared that the means suggested would prove illusory. Not that the workmen are wanting in intelligence, but the capacity to union and organisation in the directions referred to can hardly as yet be said to exist at all, and it is a talent that can only gradually be acquired by experience, example, and leadership.

At all events, the factory canteen cannot be called a success hitherto, and it is difficult to explain the cause altogether. I am inclined to ascribe its failure to the interference with the customs and sense of independence of the men.

It interferes very greatly with one of the customs. They had previously been in the habit of having their dinners brought by their wives, children, or friends. Fettered as a workman's life is by hard necessity, the dinner-hour brought him freedom and society. He sat down wherever he pleased in any place or corner that yielded some protection against wind, rain, or sun. He was free, and though there was, perhaps, little or no conversation, he had society. Invited to dine like a herd, hundreds together, was a change—a great contrast, and, as circumstances show; a change not at all to his satisfaction. The superior and cheaper fare was no sufficient compensation; there are many people who prefer the society of their family at dinner even though the dishes be less luxurious than at a table d'hôte, while everybody, if he may not dine alone, likes to have the choice of company. The workmen seem to feel the same. It may everywhere be observed that, even when a number of workmen have brought their dinners in their pockets or bundles, when the dinner-hour strikes, they do not sit down together, but every man somewhat apart. The supply of coffee by the factories, either gratis or at nominal price, to the workmen during work in hot weather is a decided advance.

Co-operative societies in this district are almost unknown. In one factory in the country the workmen share in the profits, and the business is said to be progressing.

Sunday rest. The new law.

The year 1892 is likely to be memorable in Germany by the coming into force of the law for Sunday rest. It gave legal force to the tendency of the age. Work during the week grows ever harder, so that almost everybody feels the necessity of a change; one day in the seven they must have some enjoyment, which they

call rest. To secure this for themselves, merchants and manufacturers have for a long time past limited the Sunday work to the utmost, and their subordinates have had the benefit. The new law, however, occasioned considerable friction. The shopkeepers had been accustomed to keep their establishments open the whole day. For many Sunday was their best business day. It was decreed that they should shut up altogether on the holiday. But such absolute observance was soon found to be impracticable. Apart from the sale of commodities that will not keep, the country folks, who have no time to make their purchases save on Sunday, raised a clamour, and a compromise has been adopted. The shops are allowed to remain open for a few hours. It is, however, probably only a temporary arrangement, and at no very distant period the vast majority of shops in Germany will be closed altogether on Sunday.

LONDON :
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1556)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1241.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT FOR THE YEAR 1892

ON THE

TRADE AND COMMERCE OF FRANKFORT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1082.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—128.] *Price Threepence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.

No. 1241.

Reference to previous Report, Annual Series No. 1082.

GERMANY.

FRANKFORT.

Consul-General Oppenheimer to the Earl of Rosebery.

My Lord, *Frankfort-on-Main, May* 18, 1893.

I HAVE the honour to forward to your Lordship herewith the Annual Report on the Trade and Commerce of my District for the year 1892.

I have, &c.
(Signed) CHARLES OPPENHEIMER.

Report on the Trade and Commerce of the Consular District of Frankfort for the Year 1892.

ABSTRACT of Contents.

	PAGE
Effects of the German commercial treaties	2
Opinions of German chambers of commerce	5
The agitation for bi-metallism	6
Germany's production of precious metals	12
Imports and exports for 1892, in quantity	15
" " " in values	16
Maize	17
Wheat	18
Rye	20
Flour	21
Potatoes	21
Cattle	22
Fresh meat	22
Sheep	23
Rice, fish, herrings, coffee, cocoa, tea	24
Textiles, &c —	
Cotton industry	25
Woollen "	28
Hosiery, cloth, plush, trimmings	30
Linen and jute industry	31
Ready-made clothes, underwear, millinery	33
Hats	34

ABSTRACT of Contents—continued.

	PAGE.
Coal and coke	34
Iron and steel industry	39
Machine industry	47
Chemicals	48
Glass	49
Paper	50
Beer	51
Wine and grapes	52
Alcohol	52
Sugar	53
Germany's export	53
„ trade with Canada	54
The Frankfort Electro-technical Exhibition in 1891	56

NOTE.—Quantities are understood to be meter centners equal to 100 kilos.; the Russian Pud equal to about 36 lbs.; one mark equal to 1*s.*; one rouble equals 100 copecks, equal to about 3*s.*

Discursive.

During the past year the discussions from a national-political point of view have been uncommonly lively in Germany. They are the expression of the great economical process, which for some decades has been in progress in Germany, and which continues to become more acute and transparent, while increasing in speed. It is the development of the old patriarchical agricultural Germany into a modern democratic industrial State. The great act on the part of the Imperial Government, the conclusion of the commercial treaties was the last important stage in this direction. The spirited discussions of the last year, indeed, are connected with them, and form the lament of the defeated, and of the adherents and interested parties of the old agricultural Government, who in Germany are called "Agrarians."

Effects of the Commercial Treaties.

Verification of assumptions.

On February 1, 1892, those commercial treaties came into force which have been concluded by Germany with Austria-Hungary, Italy, Belgium, and Switzerland. I treated of them fully in my report for the last year. As far as can be seen thus far the effect has proved the correctness of my remarks at that time. The most important feature of the commercial treaties was the reduction of the grain duty from 50 marks to 35 marks per ton. At first it only applied to that number of States, indeed a not unimportant one, which have the most-favoured nation clause with Germany. A treaty has also been concluded with Roumania during the last few weeks, which, however, has not come into force yet. Nevertheless, the lower grain duty has been granted in advance to Roumania. Only to Russia was it denied. But this exclusion could, on the whole, make no difference with reference to the prices of grain in Germany during the last year,

because Russia, on account of her bad harvest, had no grain to export, while America was in a position to fill all markets, and also to satisfy those wants of Germany which were supplied at other times by Russia. So it came about, that notwithstanding the fact that the 50 marks duty was kept in force against the by far most important granary of Germany hitherto, viz., Russia, the reduction of the grain duty has had a marked effect.

A shower of gold was anticipated for the industry at the conclusion of the treaties. It was said that with the treaties a closed middle-European commercial sphere of 130,000,000 inhabitants would be created, and thought that with this fine phrase, this "closed commercial sphere" would at the same time mean the exclusion of all other States from supplying these countries with industrial products. But as amongst these five States in consideration (the falsely so-called "Zollunion"), Germany is by far the largest industrial State, the lion's portion of the industrial success of these treaties ought to have fallen to her lot, inasmuch as she ought to have acquired more than hitherto the market of the 80,000,000 inhabitants of the other four treaty States. Such an idea would have been equivalent to ousting England, the largest industrial State of the world, from the aforesaid continental markets. In my last report, I have already pointed out that the idea was a wrong one. It mistook the cherished idea of the philosophising German national economists of a closed continental commercial union, which at some future time should stand out against similar closed trade spheres on the part of Great Britain and its colonies, the American Republics, and Russia, with the reality, the modest success, which, in comparison to such an utopian idea, the Imperial Government has effected by concluding these four treaties.

Customs union.

The so-called customs union, which has thereby been created, is not a closed commercial field. Such a supposition is prevented by the existence of numerous treaties with the most-favoured nation clause, which the five treaty States have made with so many other States outside the "customs union." All these most-favoured nations, including Great Britain, had a right, in consequence of their treaties, to participate in the duty reductions; therefore, no exclusive preference would exist, which one of the five States of the treaties could grant another, and the shiftings which took place in the commerce of the treaty States consequently extended also to States outside the treaty union enjoying the most-favoured nation clause, such as Great Britain.

Insignificance of duty reductions.

These shiftings could not be very important. This is seen from the proportionate insignificance of the duty reductions. Moreover, since Germany not only received concessions from other States with reference to industrial duty reductions, but also made such to other States, it follows that the increase in the German export in some articles, which were specially favoured by the other States through reductions, will partially be counterbalanced by the increase in the import of other articles of

industry, for which Germany has given in exchange to the other States duty reductions.

Advantages doubtful.

The treaties have as yet been too short a time in force to allow of a final decision being formed on the commercial statistics. For such the time immediately following the coming into effect of the treaties is the most unsuitable, because such an occurrence must naturally leave for some time quite irregular fluctuations, and only after their disappearance can a regulated commercial intercourse take place which could be decisive in judging of the effect of the treaties. Besides, the German commercial statistics thus far published only give a general oversight of the whole traffic, but no special picture of the traffic with single countries which would enable one to form comparisons. Only with this reservation I should point out that, while duly acknowledging the principle of the new course, the position of the German commercial traffic in the year 1892, for which the statistics will be found later on, as regards its practical commercial effect is somewhat unsatisfactory.

Exports.

The export of Germany has by no means increased rapidly, but, corresponding with the general depression in the world's market, has decreased, though, however, not materially, and the increases in export of some articles is counterbalanced by a decrease in others.

Illusions and protests.

Nevertheless, the exaggerated illusions, which were entertained at the inauguration of the treaties by their adherents, have now found their expression in similar exaggerated protests by the opponents of the treaty policy. In the press, in societies, and also in Parliament they have frequently been uttered. Many men engaged in industry seem to have expected a sudden influx of gold as a result of the treaties, and are disappointed and irritated because, notwithstanding the treaties, the millennium, when there will be no more crises, has not yet commenced. Even conspicuous successful industrial men show this want of general national economic insight. The former protective policy favoured to an enormous degree some large industries and land proprietors to the detriment of the numberless millions of the population who stood opposite these as consumers, and has indeed showered gold upon those favoured ones. The tendency of the present treaty policy is, on the contrary, to grant a slight alleviation to the great mass of the people at the expense of the minority hitherto privileged by the protective system. The favourable effects are divided amongst millions of economic existences, and the disadvantages are concentrated in a few powerful hands with important votes. But one must not be misled by these few, though powerful, voices of great manufacturers and land proprietors in thinking that by far the greater portion of the German population does not agree with the present commercial policy. Notwithstanding the many and loud complaints in the discussions of the last few months in the Reichstag on the part of the privileged ones about the treaties and their alleged disastrous effects, no member of the overwhelming majority which last year

voted for the commercial treaties has had reason to regret his vote. Those who to-day complain of the effects of the commercial treaties are the very people who, even at the time, did not agree to the resolution.

Approval of German Chambers of Commerce.

The German Chambers of Commerce have, almost without a single exception, approved of the treaty policy. There exists a collection of the opinions of 107 Chambers of Commerce scattered in all parts of the Empire and in all branches of industry. In most of the reports the stability effected by the treaties is praised, as well as the protection afforded against any sudden raising of the autonomous tariffs by foreign countries. In the greater part of the reports the wish is expressed to extend the treaty policy and to have treaties concluded with more countries, especially Russia, Roumania, and Spain. A similar resolution was agreed to by the "German Handelstag," a union of several German Chambers of Commerce, in the meeting of its board at Berlin on March 17, 1893:—

Resolutions.

"It is the ardent desire of the board that the Imperial Government should continue its endeavours to open foreign markets by customs treaties, and to place the traffic thereto on as favourable and sure a basis as possible, promising longer duration, and also that in the negotiations, especially those now taking place with Russia, the interests of agriculture, as well as of industry, commerce, and navigation, should be well considered, protected, and promoted."

The Reichstag, in the sittings held on January 26, February 14, and February 15 this year, and also the Prussian Lower Diet, have discussed in several meetings this year the commercial treaties. On these occasions all the complaints of the opponents found expression; they remained, however, general, and could not be particularised, so that the adherents of the treaties had an easy task, and on February 15 of this year the Government declared that in defending the tariff treaties already concluded they were in a somewhat difficult position, as it was clear that the eagerness to subject the treaties to a severe criticism had considerably diminished. They had only heard the repetition of the general assertion that these tariff treaties not only injured agriculture, but also industry, at any rate, did not promote these. Not one word, however, had been uttered which contained any real criticism of the commercial treaties based on facts. In view of the absence of facts brought forward hitherto in attacking the treaties concluded, they were tempted to turn the tables and ask: What has come of all those dismal predictions which were uttered in the House at the time of the conclusion of the treaties? Why is there no more talk about the Italian wine?

Italian wine and grapes.

"The import of Italian wine and Italian grapes (in consequence of the reductions in the wine and grape duty granted to Italy by the commercial treaty) has not suffered as far as can be gathered; on the contrary, those advantages have been brought about thereby in the wine-growing districts of Germany by raising the prices of wine, which the united Governments had expected.

Then also one is astonished that nothing is said any more about the treaty with Switzerland, which was attacked most. The reason was that, according to experiences gained, the united Governments were right in concluding the treaty. If one had followed the advice of the opposition we should be having to-day a customs war with Switzerland, and where at present we have a market for hundreds of millions, others would be in possession. Thanks to the German-Swiss commercial treaty, others are waging a duty war with Switzerland, and we enjoying the best opportunity of enlarging our field of output. Objections have been made to the treaty with Austria, that the glass industry might suffer, and also that the paper industry would be ruined.

Swiss Treaty.

Austrian Treaty.

"If one compares the statistics of the year 1892 with those of 1891 it is seen that in the paper industry the imports in the year of 1892 were to the value of 10,000,000 marks—that is, about 2,000,000 marks more than in the year previous, and an export valued at 93,000,000 marks, which is an advance of 3,000,000 marks as against the year previous. The case of the glass industry is quite similar. If, therefore, no newer facts concerning the experience gained as regards industry than those hitherto known can be produced, we believe that the experiences which have been made are, on the whole, good and favourable; they correspond to the expectations of the united Governments and the majority of the Reichstag, and they contradict the gloomy prophecies which have been uttered by the opponents."

I have cited this portion of the speech of the State Secretary for Foreign Affairs here, as it gives in a condensed form and very clearly the position of the defenders and attackers of the commercial treaties with respect to their industrial effects.

Consolidated treaty action.

Since February 1, 1892, the Imperial Government have been endeavouring to consolidate the treaty action and to draw still more States into the treaty system. Thus it has concluded treaties with Servia, Roumania, Columbia, and Egypt, and has entered into negotiations with Spain, Portugal, and Russia, which indeed have not as yet had any positive results.

The Agitation for Bi-metallism.

The hopelessness of their customs-political endeavours has caused the German Agrarians to enter with all the more energy into the agitation for bi-metallism, although their efforts are just as fruitless in the present state of Germany as their former ones were. The German bi-metallists have during the last few months been filling (especially in connection with the Brussels Conference) the Imperial Diet, as well as the Lower House of the Prussian Diet, with their recriminations. An extract from a speech of one of the leaders of the Agrarians, Count Mirbach, in the Imperial Diet, delivered on December 12 last, may prove how closely the increased interest in their agitation for bi-metallism is

connected with the defeat of the Agrarians in their customs-political efforts, how far the latter is a sequence of the former, that both, however, are identical and involve a war between the declining agricultural east and the rising industrial west of the State. The speaker complained of the decrease in the prices paid for agricultural products, and then continued: "The only means of preventing decrease in prices, viz., the duties, we have in the main thrown away by the commercial treaties, inasmuch as we have fettered our hands. At that moment the question of the currency gained an entirely different aspect; it is now the only generally effective means which can help on our production." Accordingly, it may be expected that the Agrarian party will in future use the same zeal and make the same fuss which in 1891–92 it bestowed on the question of the grain duties. A few remarks, therefore, on the subject will not be out of place here.

The second half of the sixties gave Germany (then but partially united, the so-called North German Union) a free trade commercial policy. Among the demands at that time of this industrial and commercial State was included the transition from the silver to the gold currency, and the Government seems, even before the Franco-German War, not to have been disinclined to this plan. In June, 1870, she was just about issuing query papers for an "enquête" with reference to the currency, when the political disturbances came about, which led to the war with France.

When this war was terminated and the Empire had become united the liberal economical policy was continued with redoubled zeal. The duties were reduced still further, and in order to commence with the currency question, it was not even thought necessary to carry through an "enquête." Already, by the Law of July 9, 1873, the transition to the gold currency was resolved on, wherein the relation of silver to gold was fixed at 1 to $15\frac{1}{2}$ (now 1 to $24\frac{1}{2}$), which was equivalent to the standard that had not changed for decades. The silver thalers, with a value of 3 marks, were for the time being left in circulation as currency. But the Government at once commenced calling in the old silver and selling the same partially, while the Imperial Diet in 1876 gave the permission to declare, whenever it should appear most suitable, the thalers as part of the currency. Everybody in Germany was satisfied with this innovation. Slowly, step by step, and cautiously had the reform been effected, and it was aided by the firmness of the silver price at that time, as well as by the war contribution, which was paid in gold, which rendered the purchase of gold for currency purposes unnecessary. Germany received a uniform system of currency in exchange for the seven different systems which had formerly existed. The gold currency was in a certain degree one of the great successes of the war, and the Imperial gold coinage a symbol of the newly-gained unity.

Gold currency.

This was the situation up to the year 1879, which brought to the economical policy of Germany the transition to the autonomous customs duty system. In this year also the slow

Bi-metallic success.

action of the currency reform, which had remained up to then undisturbed, ceased. It was the first and, hitherto, the only actual success bi-metallism had had in Germany, which, as is well known, only came into existence in the seventies under the influence of the heavy fall in silver, noticed in 1873, and increased since 1876, and which also had found adherents in Germany. Until May, 1879, 1,079,734,400 marks worth of coin from the different States had been called in and had furnished 11,553,000 lbs. of fine silver. Of these 4,271,000 lbs. were used to coin 427,000,000 marks of new Imperial silver, and up to the end of 1878. 6,727,000 lbs. of fine silver bullion was sold for 539,205,575 marks, with a loss calculated at 89,484,073 marks, of which 61,911,980 marks (10·32 per cent.) was caused by the reduction in the value of silver. The remaining portion of silver coins, inclusive of the Austrian Union thalers which had come to Germany, was calculated to be worth about 400,000,000 marks or 450,000,000 marks. The bi-metallists had asserted that the German sales of silver were pressing on the silver market like a nightmare, and that to stop them would bring the fall in the price of silver to an end. The fall in the price of silver, on the other hand, was pronounced by them to be the cause of the downward tendency in the prices of grain, which latter fact was to be explained by the rise of the American and East Indian competition in the world's market.

Stoppage of silver sales.

These two false premises led to the conclusion that, in order to help German agriculture, with reference to the reduced prices of grain, the sales of silver must be stopped. And this step was therefore decreed by the Government on May 19, 1879. It is a part of the specific agrarian protective economical policy of the year 1879. Of the expressions with which it was officially accompanied only one passage need be cited in order to illustrate its tendency: "A marked service would be rendered to the country as well as the whole world if the market could be freed for good from the fear of German silver and if no silver were sold any longer. Foreign countries will bless us if we remove permanently the 'nightmare' which for over 6 years has been oppressing the state of the market."

Expectations not realised.

These expectations have not been realised. The stoppage of silver sales has not been able to hinder the further fall in the prices of silver, which have continued to go down to such a low pitch, nor that of grain.

Associations and literature.

At the commencement of 1882, simultaneously with the "International Monetary Standard Association," founded in England, a "German Society for International Double Currency," with two private press organs for the representation of bi-metallism in Germany, was founded. A few weeks later there appeared in the semi-official "North-German Allgem. Zeitung" an article on the monetary question, which proposed that gold and paper should be restricted to the limit of 20 marks and over, but that for coins below 20 marks only silver should be used, in order to reduce the scarcity of gold and to re-institute silver in its old

place. This article was taken for an official expression from the highest bank official of the Empire, and thus held to be a promise in favour of the bi-metallists. It is only during the last few days that Count Caprivi has refuted this supposition and pronounced the article in question, written by Mr. von Dechent, the governor at the time of the Reichsbank, as the latter's private opinion. It is, however, quite comprehensible that even in 1882 the bi-metallism agitation in Germany should have taken new courage from that article. The German bi-metallism society, together with the English one, arranged a free congress, which met at Cologne from October 11 to October 13, 1882. From the resolutions decided upon there I will cite one, which reads as follows:—

"For the purpose of establishing a standard of value between gold and silver, it is desirable for England and Germany—

"1. That in both countries the use of silver be increased by coining silver coins of full value besides the ordinary currency.

"2. That Germany calls in all gold and paper below the value of 10 marks.

"3. That Germany discontinues the further sales of silver.

"4. That the Bank of England makes use of her existing privilege to keep part of her reserve in silver."

And another resolution was:—

"The German bi-metallists adhere to the opinion that Germany must keep up the gold standard as long as England does the same."

Since this Congress took place the agitation of the bi-metallists has grown more and more; at every opportune and inopportune moment they have brought up discussions on the silver question in the Imperial Diet. On February 7, 1889, the German bi-metallists, incited by the English Bi-metallism League, brought forward the following resolution in the German Reichstag:—

"That the united German Governments be asked by the Imperial Diet to declare the willingness of Germany to adopt the same course as England, in case the latter country takes the initiative of restoring silver as currency metal."

There was so little prospect of the resolution ever passing that, after a lengthened debate, it was withdrawn by the proposers. It is interesting to read what the Secretary of State of the Treasury, Herr von Maltzahn, said at the time. He held fast to the opinion, he said, that the German Governments had done well in declining to have anything to do with the bi-metallism war of opinions up to the present, as it was beyond question that there was no reason in the monetary conditions of Germany for changing the present currency system. It was impossible for him to declare, in the sense of the resolution, that if England would take the lead in re-establishing silver as the currency metal, Germany would act simultaneously with her.

The same position is maintained by the Imperial Government under its present leaders, and Count Caprivi has personally

declared himself much more decidedly as quite irreconcilable to bi-metallism. This is proved by the declarations which, on January 26, 1891, were given in the Imperial Diet by Herr von Maltzahn, who has remained at his post also under Count Caprivi. On this occasion the Governor of the Imperial Bank gave data as to the actual basis of the circulation of German money, in order to show that the same merited full confidence even without the rehabilitation of silver as the currency money. He said that the greater number of payments were now no longer effected by ready money, nor even in bank notes, but were effected by the simple method of transferring by cheques, in which money payments form quite the exception. Nevertheless, of course, a large metal reserve must be maintained in Germany; it was, to a certain degree, the backbone of the entire money market, and was indispensable in order to effect international payments. The gold reserve of the Bank of France was larger than that of the German Reichsbank, but to the latter had to be added the gold reserve of the other banks issuing notes with about 80,000,000 marks, and the war treasure with 120,000,000 marks, which, in case of an outbreak of war, would immediately flow into the coffers of the Imperial Bank. Our system of covering bank notes by gold is far better than that of France. The Imperial Bank, as long as it has been in existence, has always understood how to keep her gold reserve up to the limit required by the demand. There has never been any case where gold has been refused, not even for export. The Bank of France had to struggle with a very heavy reserve in silver, about four times the amount of the silver reserve in the German Imperial Bank. This forces the French to exercise extreme caution. The Bank of France asks for the reasons which cause the demand for the gold, and when forming unfavourable conclusions it sometimes asks for such a high premium that the gold is frequently not even taken out. It also applies its large supply of light gold coins to averting from time to time the applications for gold which do not seem justified. The supply of silver in the Imperial Bank does not usually surpass a third of the total metal reserve, and the supply of thalers has been continuously decreasing since 1880 by about 100,000,000 marks, which shows that the trade is inclined to use them. There exists no sufficient reason for desiring to make a change in the existing currency system.

Brussels conference.

At the occasion of the Brussels Conference held this year the bi-metallists have again tried to make an attack on the Government. The latter has, through her mouthpieces, again shown herself also in this instance altogether averse to the bi-metallistic direction of opinion, which is quite in accordance with the attitude imposed on the delegates at the Brussels Conference. Count Caprivi read to the Reichstag the instructions which had been given to these delegates. They are as follows:—"With regard to your attitude at this conference you will keep in mind that Germany does not intend making any fundamental change in her coinage, and sees no reason why she should accept any

restriction to fetter her free action as regards her currency by entering into any treaty obligations. I lay stress upon this point that no doubt whatever may arise in the debates, although I fully admit that the continuous fluctuations in the price of silver and its heavy fall are also most unfavourable for Germany's economical interests, and that a permanent reduction of this bad state of things would also be of use to us.

"I ask you besides, to maintain the attitude of attentive listeners, and to try to get as accurate an idea as possible of the intentions of the respective Governments taking part in the conference, and to willingly give any information asked with reference to the development and state of the German currency. You are, however, not authorised to make any communication with regard to the ready money of the Imperial Bank, should any inquiry on this point be formally raised; in that case you will ask for my decision as to your answer. All possible propositions of Governments must be received 'ad referendum,' avoiding all obligatory declarations, or such as might become prejudicial to the decisions of the Imperial Government."

The reading of this extract was in answer to the interpellation, which the bi-metallists brought before the Imperial Diet on December 12, 1892, and which criticised the attitude of the German delegates at the Brussels Conference in a depreciatory manner. Count Caprivi considered that to put as well as to reply to such an interpellation was an ill-timed proceeding at the moment when international conferences were being held. Nevertheless, he then continued: "The united Governments still maintain the standpoint which they have taken up for 15 years. We are of opinion that the position of Germany's currency, considered politically, is a very good one; that it is not advisable to take the initiative in the interests of others. We deplore the fall and fluctuations in the price of silver, and we would feel disposed, if the principle of our currency were not involved, to make concessions in some instances, if, on the other hand, we felt convinced that these concessions would successfully remedy the calamities which have been here described."

The bi-metallism agitation has been more intense in Germany than in any other country. But the above sketch will have shown that there is very little reason for all this commotion. I should like to add, also, very little insight in the true interests of modern Germany. With regard to this point, a few further remarks will not be out of place.

There are countries, such as the United States of America, which have a special interest in the raising of the price of silver, inasmuch as they are large producers of silver. Germany has not the same interest, for her silver production is comparatively very small. The silver production of the world, according to the estimates of the director of the American mint, was believed to be for—

Year.	Amount.
	Ozs.
1892	152,119,000
1891	144,463,000
1890	133,213,000

The United States share last year in the production was 58,000,000 ounces, which is 330,000 ounces less than in the previous year.

The value of the gold production in the year 1892, Mr. Leech, of the American mint, gives at 26,083,000*l.*, against 23,663,000*l.* in 1891, and 22,640,000*l.* in 1890. In this increase South Africa participates with 1,800,000*l.* and Australia with 500,000*l.*; the gold production of the United States was valued at 6,600,000*l.* viz., a little less than the previous year. The precious metal production in Germany, according to the official statistics for the years 1875–91, was as follows.

Silver and gold ore.

Of silver and gold ore there was produced—

Year.	In the German Empire.		Hereof in Saxony.	
	Quantity in Tons.	Value in 1,000 Marks.	Quantity in Tons.	Value in 1,000 Marks
1875	21,101	4,581	20,817	4,412
1880	20,578	3,812	20,575	3,764
1885	24,561	4,290	24,502	4,253
1890	21,360	4,584	21,209	4,530
1891	22,569	4,607	22,326	4,514

Sulphide of lead and copper.

These ores consist of sulphide of lead with a comparatively high percentage of silver, which may amount to 1 per cent. and over. By far the greatest quantity of these ores comes from the mines near Freiberg, in Saxony; small quantities are found in the Hartz Mountains (St. Andreasberg and Maegdesprung). Since sulphide of lead almost always, and copper ores very frequently, contain silver, almost all German foundries which melt lead and copper ores also obtain some silver. Many of them also smelt foreign silver ores in order to enrich the native ores; these mainly come from Central and South America. The figures relating to the output of pure metal are—

SILVER.

Year.	Average Number of Hands.	Ore Obtained in Kilos.	Value per Kilo. in Marks.
1875	1,282	157,218	167·57
1880	1,734	186,011	153·80
1885	2,121	309,418	142·65
1890	2,466	402,945	139·35
1891	2,504	444,852	132·62

GOLD.

Year.	Ore Obtained in Kilos.	Value per Kilo. in Marks.
1875	332	2,777·76
1880	463	2,790·74
1885	1,378	2,796·56
1890	1,855	2,783·13
1891	3,077	2,784·84

Germany has not, then, any special interest in the production of the precious metals. Bi-metallists, on the other hand, assert that the agriculture and industry of Germany suffer severely on account of the depreciation of silver: agriculture because its competitors (East Indies, Russia, Austria-Hungary) work with a depreciated currency; industry because its markets pay with silver. But here it must be remarked that the affected currency of Russia and Austria-Hungary is a paper currency, and one which not even the most fanatical Agrarian would venture to propose for Germany. The East Indies are represented on the world's market with but comparatively small quantities, which cannot possibly produce a general fall in prices. Besides the existing differences in the conditions of production in favour of America and East Indies would not be changed by the reinstatement of silver; these differences are the main factor of superiority in the wheat competition of the above-named countries. The principal countries that the German industry has to compete with, on the other hand, are gold countries (England, Belgium, the United States); the silver countries only play a small role in the markets of German industry, a more subordinate one, *e.g.*, than among those of English industry. This is why the bi-metallism movement in Germany has also found no adherents in industrial circles; the Agrarians only feel interest in it because their estates are suffering at present, and because they do not know where to look for any other elixir but bi-metallism, since the corn duties have been reduced for 12 years. Several bi-metallists have tried to interest both agriculture and industry for their own purposes by asserting that the "scarcity of

Different interests.

gold" has brought about a general decrease in prices, and the rehabilitation of silver would lead to a general rise in prices. The one fact that a German bi-metallist, M. von Kardorff, recently argued in the Imperial Diet, that the few hundred million marks worth of gold which Austria-Hungary had taken off the market for the purpose of reforming her currency had been last year the reason, or helped to bring about the decline in the price of corn, will show how persistently the bi-metallists pursue their theories. Yet it cannot be explained why a general decline in price should not consequently have taken place last year. And how small the reason appears, compared with the effects ascribed to it! But what a slight significance this has in view of the fact, that at present there actually exists much more silver coin in the world than at the commencement of the seventies, owing to the silver coinage of the United States and the incomplete gold currency of Germany, alongside of which silver is still in circulation as currency.

Just as little clearness prevails in the proposition of the German bi-metallists as is shown in their insight into the economic interests. Even at Cologne, in 1882, they said: "No bi-metallism without England." But England does not show the least inclination for bi-metallism, and so some German bi-metallists are already beginning to make propaganda even without England. They might learn a lesson from their own colleagues in their own societies with respect to the importance of England's participating in any arrangement of the currency.

A landowners' war.

The movement for bi-metallism in Germany is (as was the resistance offered to the commercial treaties) nothing but a phase in the war waged by the large landowners in East Germany, who have had their day, and have been outstripped by the progress of industries and the world's commerce of Western Germany in these modern times—a war between the East, which has been left behind, and the West with its bright future, a war against the laws of history—a hopeless death struggle.

Traffic.

Unfavourable.

The year 1892 has also proved in general unfavourable to Germany's foreign trade. The depression in commerce, the state of affairs as regards customs being in many respects insecure or difficult, as well as the cholera and the obstructions with which the latter evil were accompanied, combined to bring this about, nor could the position be alleviated by the good effects that were anticipated from the coming into force of the commercial treaties on February 1, 1892.

I will first give the statistics of the entire trade. Arranged according to the branches of goods in the German customs tariff, the imports and exports during the year 1892 as to quantities were as follows:—

Articles.	Quantity.	
	Imports.	Exports.
	Met. centners.	Met. centners.
Rags, refuse of every description ..	5,228,718	1,084,227
Cotton and cotton goods	2,790,350	763,599
Lead and lead goods	187,414	329,859
Brushes and sieve goods	8,991	16,569
Drugs and dyes	8,452,306	5,302,067
Iron and iron goods	2,784,574	11,336,755
Ore, fine metals, asbesto, &c.	32,816,525	34,800,627
Flax and other vegetable spinning material except cotton	1,911,803	649,369
Corn and other agricultural products..	43,979,458	2,763,202
Glass and glassware	111,126	1,019,474
Human and horse-hair, feathers, bristles	109,786	43,025
Hides	957,520	352,203
Wood and other carving material, also goods thereof	36,293,687	4,999,591
Hops	15,439	91,345
Instruments, machines, and vehicles ..	410,654	1,118,137
Calendars	650	776
Caoutchouc, guttapercha, and goods thereof..	57,449	40,663
Clothes and underwear..	3,538	81,036
Copper and copper goods	408,901	296,064
Hardware, &c.	6,753	74,974
Leather and leather goods	86,581	130,648
Linen yarn, linen, and linen goods ..	146,091	177,951
Candles	1,067	9,996
Literature and art goods	41,589	135,185
Groceries and confectionery	9,470,967	11,510,624
Oil, not otherwise mentioned, and fats	5,557,206	1,006,873
Paper and cardboard goods	338,419	1,560,268
Furs	2,600	5,133
Petroleum	8,227,364	88,201
Silk and silk goods	56,037	64,231
Soap and perfumery	12,635	48,182
Playing cards	18	934
Stones and earthenware	7,984,739	5,742,287
Coal, brown-coal, coke, peat	117,247,215	108,424,076
Straw and hemp goods	15,645	11,821
Tar, pitch, resin, asphaltum	1,569,044	558,662
Animals and animal products not otherwise mentioned	1,077,338	62,327
Clay goods	1,428,643	2,510,866
Cattle	2,977,380	268,224
Oilcloth	6,162	4,650
Wool and woollen goods	2,070,072	684,879
Zinc and zinc goods	132,058	710,972
Tin and tinware..	88,501	14,856

According to the values, calculated thus far by the statistical department, and which may be modified in many respects by the final tables appearing in the summer, the values in the imports and exports, arranged in the same manner as above, are as follows for the year 1892 :—

Articles.	Value in 1,000 Marks.	
	Imports.	Exports.
Rags, refuse of every description	49,877	9,780
Cotton and cotton goods	274,884	220,928
Lead and lead goods	4,918	10,456
Brush and sieve goods	3,355	15,579
Drugs and dyes	242,459	270,511
Iron and iron goods	35,673	266,689
Ore, fine metals, asbesto, &c.	329,710	249,991
Flax and other vegetable spinning material, except cotton	87,162	35,966
Corn and other agricultural products	732,403	51,298
Glass and glassware	8,452	39,827
Human and horse-hair, feathers, bristles	40,451	24,676
Hides	129,730	63,116
Wood and other carving material, also goods thereof	211,296	85,530
Hops	5,126	24,298
Instruments, machines, and vehicles	34,745	125,174
Calendars	143	171
Caoutchouc, guttapercha, and goods thereof	36,410	29,608
Clothes and underwear	9,448	130,305
Copper and copper goods	57,246	61,806
Hardware, &c.	41,995	82,266
Leather and leather goods	43,263	141,163
Linen yarn, linen, and linen goods	25,614	32,652
Candles	96	800
Literature and art works	30,452	88,363
Groceries and confectionery	610,831	300,171
Oil, not otherwise mentioned, and fats	171,933	27,328
Paper and cardboard goods	10,497	23,484
Furs	1,175	3,853
Petroleum	84,806	583
Silk and silk goods	176,460	185,283
Soap and perfumery	2,268	9,284
Playing cards	6	327
Stones and earthenware	39,159	26,884
Coal, brown-coal, coke, peat	106,568	151,555
Straw and hemp goods	5,886	4,461
Tar, pitch, resin, asphaltum	24,975	7,434
Animals and animal products, not otherwise mentioned	97,337	6,897
Clay goods	5,545	32,575
Cattle	237,796	25,097
Oilcloth	1,160	928
Wool and woollen goods	429,374	339,275
Zinc and zinc goods	5,818	36,004
Tin and tinware	16,591	4,384

Increase in imports, decrease in exports.

Increase in imports and decrease in exports are thus the charac teristic features of this year's commercial statistics as was the case in many previous years. It shows a progress in the import principally of breadstuffs, but also of raw materials, which goes hand in hand with a decrease in the export, partially of raw materials, but partially also of manufactured goods. The following pages will be devoted to the detailed treatment of the principal changes in the commerce of the Empire :—

Food.

For cereals the import gives, in comparison with the previous years, the following table:— Cereals.

IMPORTS.

	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Wheat	12,962,126	9,067,610	6,725,873
Rye	5,485,991	8,423,225	8,799,031
Oats	878,368	1,198,835	1,877,167
Barley	5,832,966	7,260,701	7,352,921
Maize	7,173,102	4,083,267	5,619,327

The enormous increase in the above table in the import of maize, by which the United States are almost exclusively benefited, is remarkable. Maize.

In the summer of 1891, during the period of the great scarcity of grain, an American gentleman (Mr. Murphy) worked with the Government at Berlin (as well as with millers and in the press) to bring about the use of maize for human consumption in Germany. It does not appear, however, that he met with much success in his efforts in transplanting American habits of consumption into Germany. In a letter which he sent to a German paper in justification of his course, he speaks for himself as follows with reference to his activity in Berlin, which had been attacked severely in Germany. In the first place, Mr. Murphy repudiates the insinuation that he had been in London, Paris, and Berlin commissioned by the United States Government to procure more extensive markets for maize. When he was in France he took an interest in the matter merely as a private gentleman, and had tried to improve the position of American maize as a food for human consumption When in Scotland the American Government had appointed him representative of the agricultural department, and his son, when they both were in Berlin a year ago, was appointed his private secretary. American innovation.

Mr. Murphy says that considerable success had attended his efforts, if one considers that a single person undertook to convince 45,000,000 Germans that the use of maize as human food was practical and useful. As a proof of this, it is stated that at Hamburg alone there exist three mills, which manufacture maize for food; at Dresden there was a large mill and bakery, which now sells all kinds of articles made of American maize. During the time when rye was so high in price the President of Silesia recommended a mixture of 40 per cent. maize with rye, in order to produce a mixed loaf. Apart from this, a number of philanthropic, practical, and commercial interests

for the use of maize as a human nourishment were introduced, all of which were successes owing to the exertions of Mr. Murphy.

Furthermore, in that communication he stated that considerable quantities of maize were now mixed by German millers with rye and wheat.

Wheat and rye.

The most interesting feature in the above table is the enormous preponderance in the import of wheat as compared with that of rye. In 1889 the import of rye amounted to more than double that of wheat; in 1892 the wheat import was more than double that of rye.

The import of wheat has increased by about 120 per cent. during this time, while rye has decreased by about 50 per cent. In these commercial statistics a marked national economical phenomenon may be seen. The populations of England and France eat far more wheat than rye. The reverse has been the case in Germany for centuries, and this fact may still be seen in the import statistics of 1889 and even 1890. The failure in the crops for the year 1891, rendered it impossible for Russia (the principal country exporting rye to Germany) to supply the latter with the customary quantities. In other countries such quantities as Russia had hitherto furnished could not be raised. The German people, therefore, had to consume wheat in a greater proportion than hitherto instead of the rye that was failing. In the market quotations this occurrence found expression in the fact that rye, generally the cheaper breadstuff, temporarily was quoted, in the first half of the year 1892, at a higher price than wheat. In the year 1892 the import of rye has again decreased considerably as compared with 1891, nevertheless the old footing between rye and wheat has been re-established this year. This seems to favour the supposition that the German population has already accustomed itself to a reduced consumption of rye and an increased consumption of wheat, and that on the market there is no longer as urgent a demand as in the first year of scarcity, 1891, for the old accustomed rye. In this sense, the exorbitant prices of rye in the year 1891 may be said to have had a certain educating effect. The change of place, however, effected between wheat and rye can hardly have been so marked in the consumption as would be imagined from the above figures of the foreign trade. For her consumption of breadstuffs, Germany has only to depend for about one-tenth of her supply on foreign countries, as nine-tenths are furnished by native production, and in the latter no change of place has occurred.

A similar revolution is seen also in the wheat and rye imports, if one considers the share of the various countries whence they are imported.

The wheat import during the last 3 years came from the following countries:—

WHEAT IMPORT.

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met centners.
Belgium..	250,165	377,160	185,231
Bulgaria	354,727	11,766	32,721
Netherlands	86,206	277,392	210,412
Austria-Hungary	456,730	751,579	1,111,831
Roumania	917,850	428,529	617,997
Russia	2,572,991	5,152,120	3,708,225
Servia	135,390	66,303	102,677
Turkey	202,781	24,227	4,010
British East Indies	509,081	241,071	9,380
Argentine, Patagonia	661,697	123,968	77,818
Brazil	1,514	13,471	9,208
British North America ..	117,190	12,685	..
Chile	130,436	74,625	2
United States	6,302,130	1,435,391	519,884
Australia	8,713	26,694	1,997
Other countries..	..	35,876	134,480
Total	12,962,126	9,053,317	6,725,872

Accordingly Russia, which in the year 1890 furnished almost half of the whole import, and in 1891 previous to the issue of the prohibitive law concerning exportation even more, has contributed in 1892 hardly one-fifth. The United States have filled up the gap with enormous quantities; their wheat export to Germany was in 1892 12 times more than what it was in 1890. But also South America has been made use of to a very large degree. In Europe, Roumania, Bulgaria, and Turkey show a considerable increase, while the supply from Austria-Hungary has been reduced to a great extent. In the last year also the East Indies have supplied a greater portion of the import.

Yet in the year 1890 the East Indies hardly came into consideration as a wheat exporter to Germany, but to-day they already furnish 4 per cent. of the entire quantity. But as the German statistics only mention the direct port, whence the different goods came, the real proportion with which the East Indies should be credited may be still larger than given above, because a portion of the East Indies import may possibly have come viâ Belgium or Holland and may have been registered under the head of these countries. Also Canada has commenced for the first time this year to secure a considerable market in Germany.

The import of rye according to the different countries is seen from the following figures.

RYE IMPORT.

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Belgium..	139,151	148,442	148,723
Bulgaria	274,279	35,580	54,717
France	460,080	182,697	63,790
Netherlands	48,258	189,310	268,796
Austria-Hungary	343,576	389,271	87,178
Roumania	268,176	232,996	237,436
Russia	1,233,774	6,189,846	7,504,610
Servia	93,525	19,796	32,486
Turkey	861,132	295,375	178,907
British North America ..	20,468	63,657	6,765
United States	1,361,291	643,271	209,244
Other countries..	..	34,646	6,380
Total	5,485,991	8,426,541	8,799,031

As to rye, therefore, the decrease in the Russian share of the import to Germany is seen to be still larger than was the case with wheat; whereas in the year 1890 about six-sevenths of the imports were of Russian origin, that country during the last year did not furnish even one-fourth. Though not so remarkable as regards wheat proportionally the exports for rye from the United States showed the greatest increase. European countries have principally supplied the rest of the deficiency from Russian products, especially Turkey and Bulgaria, but also France and Austria-Hungary. How long, indeed, the revolution here described will last is problematic. The victory of other export countries over Russia for the year 1892 cannot be doubted. But one must not forget that the power of competition on the part of Russia was limited by two circumstances: the bad harvest and the differential tariff. Whereas the other countries since February 1, 1892, pay 35 marks per ton, Russian rye and wheat had to pay 50 marks per ton. Should the German-Russian commercial treaty be concluded, Russia will also undoubtedly receive the concession of the 35 marks duty, and if next year or any subsequent year furnish Russia again with such a plentiful harvest, in that case this country will probably regain to a certain extent some of the ground she had lost; for such enormous revolutions in consumption and traffic, as are expressed in the above figures, cannot be brought about suddenly; a reduction at a favourable moment is probable in such cases. However, as stated, this would only give Russia a portion of her lost ground, another portion will probably remain for good in the hands of the countries victorious in the year 1892. For the change, as above stated, does not take place in opposition to, but in accordance with the general historical tendency of the breadstuff consumption, which will probably also in Germany conduce more and

more to a preference being given to wheat over rye, as in England and France. It may accordingly be assumed that Russia's portion in the German breadstuff import will in the course of years be reduced in favour of America and the East Indies. Still, Russia's portion, notwithstanding all the bad times and the customs legislation, was even in the year 1892 very important, which proves the conservative tendency of commerce, that does not so quickly abandon old ways and connections.

Flour.

The export of flour amounted to :— Exports.

	Quantity.			
	1892.	1891.	1890.	1889.
	Meter centners.	Meter centners.	Meter centners.	Meter centners.
Export	1,051,905	1,041,865	1,162,041	1,452,480

and has thus not again been able to reach the point it gained in 1889, and from which it receded in 1890 and 1891. The diminished export of flour is a further symptom of the insufficient supply of bread in Germany.

Potatoes.

For potatoes the following figures are to hand in import and export :— Imports and exports.

	Quantity.			
	1892.	1891.	1890.	1889.
	Meter centners.	Meter centners.	Meter centners.	Meter centners.
Import	1,752,508	2,267,158	987,892	547,588
Export	571,097	1,033,898	905,780	1,197,039

Import as well as export have both decreased by about 500,000 met. centners each. Whereas up to 1889 Germany was principally an exporter of potatoes, she has since 1891 become a heavy importer of the same. As I have shown already in my last report, the consumption of corn in Germany is receding, while that of potatoes is rising. This view has been confirmed by an inquiry held as to the condition of the agricultural labourers in the eastern part of Germany this year by a well-known

national economical society—the German "Society for Social Politics"—as far as these labourers were concerned. The statistical expert treating on this inquiry and comparing the nourishment of the country labourer of the "good old times" with that of the present day, comes to the conclusion that it is true that the consumption of meat has increased, but that the consumption of cereals and milk has decreased and that of potatoes increased.

Cattle.

Imports.

The following table gives the statistics as to the import of cattle :—

	Quantity.		
	1892.	1891.	1890.
	Head.	Head.	Head.
Cows	135,487	133,527	106,548
Bullocks	7,251	8,369	5,515
Oxen	40,784	41,082	12,044
Calves	76,429	75,130	58,301
Pigs	861,232	738,599	596,811
Sucking pigs	126,455	198,240	235,385

As is seen, the import in pigs has again advanced considerably at the cost of the import of sucking pigs. This is a consequence of the repeal of the law prohibiting the import of pigs which had been in force since 1880. The import of pigs in consequence of this improvement in intercourse has risen, prices of same have decreased, and the consumption of pork has consequently increased. This can even be seen still more distinctly from the figures relating to the traffic in meat. The following table gives the same :—

Fresh Meat.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Import	261,525	173,336	247,505
Export	48,709	113,824	159,703

Imports and exports.

It is quite astonishing how much the import of fresh meat increased, while at the same time the export decreased. The commercial balance gave even for 1891 an excess in the import of 59,512 met. centners, and in 1892 one of 212,816 met. centners.

It is not difficult to see in this the effects of the withdrawal of the prohibitive measures which were directed against American pork and hams. From a fear of trichinosis the law had been passed in 1883 which promoted so much the interests of the agrarian pig breeders, but which took away from the population, especially the industrial labourers of the West, a favourite article of food. Together with the repeal of the corn duties the alleviation in the prohibition of the meat and cattle import may be considered the most beneficial and effective part of the customs political action of the present Government. By the Agrarians, who see the high price for pork endangered, it is most vigorously attacked, however without success. There is no doubt that the aforesaid measures have rendered competition more difficult for the German cattle breeders on the home market. The only means of helping them again, without injuring the consumers, would be to repeal the duties on cattle fodder, *e.g.*, maize. But this would be in opposition to the prohibition programme.

Sheep.

Exports.

Germany's export in sheep after a few years of decreases shows this year again an increase. The export was—

Year.	Quantity.
	Head.
1892..	317,901
1891..	225,992
1890..	399,039

Imports.

The import of several other articles of consumption is seen in the following tables:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Rice	1,358,094	1,330,764	947,972
Fish	559,791	506,168	618,808
Salt herrings .. (barrels)	1,181,593	1,109,545	1,266,620
Coffee	1,220,319	1,256,113	1,181,263
Cocoa	74,609	70,871	62,465
Tea	24,786	22,210	19,946

The above articles, coffee excepted (which this time has a decrease), shows throughout increases in import, such as can be understood, considering the continued increase of population in Germany. An increase can be mentioned also as to fish and

salted herrings this time, in which last year there was a decrease.

The chief importing countries in 1892 are for—

RICE.

Country.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
British East Indies	1,162,388	1,113,196
Holland	74,990	72,597
Denmark	41,043	64,859
Belgium	24,097	25,037
Great Britain	7,198	11,947

Imports.

It is seen that the increase in the import of rice falls almost exclusively on the East Indies, which ranks first. In contradistinction to the other countries, which import husked rice, the greater portion of the East Indian imports is furnished unhusked, and are only husked in German factories.

The British East Indian exports divided in—

Articles.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Husked rice	427,113	411,386
Unhusked rice	735,275	701,783

Fresh Fish.

The principal countries from which fresh fish is imported are shown in the following table for 1892:—

Country.	Quantity.
	Met. centners.
Great Britain	503,007
Holland	332,674
Norway	259,693

Textiles.

Cotton industry.

The gradual increase in the import of raw material, from which one could conclude an increased activity in the industry in

previous years, was interrupted this year by a decrease of about 10 per cent.

The following table gives the figures of the import in raw material:—

Year.	Quantity.
	Met. centners.
1892..	2,409,201
1891..	2,597,423
1890..	2,505,600

The following table gives the figures according to the countries whence the imports came from:—

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
United States	1,544,841	1,590,114	1,251,446
British East Indies	495,399	567,550	500,598
Egypt	124,235	..	..
Great Britain	100,580	100,219	86,721
Belgium	43,554	138,309	378,043

The import from all the States, with the exception of Great Britain and Egypt, has decreased, that from Belgium most. The great quantity of cotton introduced direct from Egypt is remarkable. In former years the quantity directly imported from Egypt was not worth mentioning. It seems that Germany's effort to emancipate herself from indirect import again advanced last year. In cotton yarn the figures are as follows:—

	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Import	157,866	158,706	188,080
Export	96,957	96,138	71,803

Whereas hitherto a constant decrease in the import and increase in the export was to be noted, for the year 1892 as regards both imports and exports a stationary condition is apparent. The details of the different principal categories of cotton yarns are given in the following table.

The imports were—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Single thread, raw	66,583	68,875	88,396
Double „	80,788	78,669	88,027
Single and double thread bleached, dyed	3,405	3,419	4,309
Three and more fold	2,552	2,371	2,667
Prepared cotton twine	4,568	5,370	4,678

Only in prepared yarn this time did a serious change—and, indeed, a decrease—take place. Everything else has remained almost as before. Therefore, as to this item, not much can be said this time.

The South German industrials organised in the winter, 1891–92, a regular attack against the German-Swiss commercial treaty, in order to induce the Imperial Diet to reject the same. Their principal argument was the reduction of the fine yarn duties, of which the spinners asserted that they would altogether ruin their industry. How little foundation there was for this anxiety I have already shown in my last year's report. Also the customs statistics for 1892 give absolutely no ground for the assertion that the reduction of fine yarn duties had increased the import of single raw yarns of higher numbers which here come into consideration. The import in raw single thread yarn over No. 60 English amounted to—

Year.	Quantity.
	Met. centners.
1892	11,341
1891	11,208

Export of Cotton Yarn.

Exports.

The export of Vigogne yarn from 1891 to 1892 has decreased from 33,394 met. centners to 30,266 met. centners; of the latter quantity 25,452 met. centners came under the heading of Great Britain, against 28,914 met. centners of 33,394 met. centners in the year 1891. The other principal classes of the cotton yarn export are seen in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Single thread, raw	23,328	20,312	10,701
Double „	778	590	641
One and twofold, bleached, dyed	23,712	22,161	16,022
Three and more fold	6,468	6,667	7,535
Prepared cotton twine	12,375	12,755	12,298

Cotton Goods.

In cotton goods the total figures were—

	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Import	16,856	15,182	14,784
Export	336,880	276,805	281,902

The principal feature of this table is the enormous rise which the cotton export has taken in the year 1892 after having been stationary for several years. The export of the year 1892 is above that of the year 1891 by about 25 per cent. This is one of the most favourable features in this year's commercial statistics. The following table shows the principal categories into which the export is sub-divided:— Abnormal increase.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Close textures, bleached ..	17,267	18,112	16,202
„ „ dyed and printed	181,848	144,563	134,313
Trimmings and buttons ..	28,336	29,155	29,176
Hosiery	86,366	65,958	82,669
Lace and embroidery	5,122	5,013	6,289

It is clear that the above-mentioned increase in the export falls on dyed and printed close textures and on hosiery. In the first-mentioned article a steady increase has been taking place during the last years, which became quite remarkable in 1892. In the year 1891 hosiery goods showed a heavy decrease, owing to the McKinley Bill, which has been more than counterbalanced Exports.

in the year 1892, since the export figures in 1892 are higher than those of 1890.

The principal purchasing countries of dyed and printed close textures were—

Country.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Great Britain	23,811	18,361
Brazil	23,593	16,222
Chile	19,421	7,926
Argentine	17,339	9,431
Roumania	12,204	9,606
Holland	11,822	11,501
United States	6,329	5,477

Worthy of special note is the great increase in the export to Chile, which outgrew that of 1891 by 150 per cent. in 1892.

The following table gives the principal purchasing countries of hosiery goods:—

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
United States	44,591	31,760	50,020
Great Britain	5,906	5,150	4,790
Argentine	5,191	..	..
Chile	4,987	..	..
Holland	3,342	2,920	2,430

Exports.

The export of hosiery to the United States has, however, not reached its former level, for in 1889 this was just as in 1890—50,000 met. centners, in 1892 only about 45,000 met. centners; but, nevertheless, this branch of industry, in which so many complaints were made on account of the harm done by the McKinley Bill, has also improved again as to the United States to some extent, and at the same time obtained new markets in other countries, so that the total quantity surpasses the three previous years.

Woollen Industry.

Imports and exports.

In the following table, in the first place, I will review the import and export in this industry—

Articles.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Sheep wool import	1,590,518	1,444,160
Woollen yarns import	202,516	178,238
Export of woollen goods, divided among—		
Hosiery, unprinted	38,963	39,806
Cloth and stuff goods, unprinted	217,762	202,931
Plush	8,418	9,912
Trimmings	10,729	12,296
Cloth and stuff goods, printed	10,993	9,090
Shawls	1,870	1,944
Laces	935	1,023

The woollen industry furnishes thus a different picture to that of the cotton industry. In the latter the import in the raw material is seen to have been declining, that of yarn stationary, the import of manufactured goods, however, considerably stimulated. In the woollen goods industry the imports of raw material and yarn have increased, the latter even very considerably. The export of manufactured goods has only increased as to cloth and dry goods; in the other articles a decrease is rather perceptible. Woollen industry.

The import of sheep wool is divided principally among the following countries:—

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Argentine and Patagonia ..	516,894	472,575	283,260
British Australia	441,502	201,853	245,320
Great Britain	342,142	310,120	269,605
Cape Colony	90,860	..	..
Belgium..	67,070	193,359	232,891

The import from Belgium, which can naturally only be looked upon as intermediate trade, has been decreasing continuously for years; that from Great Britain in the year 1892 again reached the amount of the year 1889. The most remarkable fact in the above table is the enormous increase in the direct imports from British Australia (about 125 per cent.), that of the import from the Cape, and the lasting continuous rise, though not so rapid, in the direct shipments from Argentine. It is just in the German woollen industry that the exertions toward emancipation from indirect sources of supply in wool are most vigorous. The principal markets for the German wool goods export are seen in the following tables:—

HOSIERY (NOT PRINTED).

Country.	Quantity.
	Met. centners.
Great Britain	14,057
Netherlands	3,748
United States	2,802
Spain	2,305

CLOTH AND STUFF GOODS (NOT PRINTED).

Country.	Quantity.
	Met. centners.
United States	28,273
Great Britain	26,511
Switzerland	16,153
Denmark	12,491
Chile	11,363
Netherlands	11,320

PLUSH.

Country.	Quantity.
	Met. centners.
Great Britain	2,888
France	842
Austria-Hungary	834

TRIMMINGS.

Country.	Quantity.
	Met. centners.
Great Britain	1,845
China	1,631
Netherlands	844
Switzerland	645
Austria-Hungary	609
France	606

CLOTH AND STUFF GOODS (PRINTED).

Country.	Quantity.
	Met. centners.
France	2,454
Great Britain	1,932
Austria-Hungary	806

As to the course of trade in the cotton and wool industry I will add a few remarks here. According to the report of a Berlin trade journal, the business in yarn in Germany has improved somewhat in the year 1892 as compared with 1891, though only slightly. The state of the worsted yarn spinning industry was least satisfactory. With the exception of a slight, but very short, improvement in April, prices remained very low up to the commencement of the winter, when an advance set in in consequence of the higher quotation for the raw material.

Carded wool yarn goods.

The carded wool yarn goods were subjected to but unimportant fluctuations. Mixed fancy carded wool yarns were easily disposed of, though not to any very great extent. The course of trade in shoddy could not be styled exactly bad, though the prices left much to be desired; on the other hand, the market in English for woollen yarns was quite lively. Woollen knitting yarns were in small demand; on the other hand, woollen yarns, and more especially crewel yarns, found a decidedly better sale. The market in mohair yarns was very dull until at the end of the year, when an improvement set in, and prices were by no means remunerative. The situation of cotton yarn spinners was very complicated during the first half of the year. Only in the last quarter did any improvement in the market set in, owing to large orders and the anticipated poor harvest in America. The business in Vigogne spinneries was similarly affected.

The following extract from the press, which notes an improvement in the wool yarn prices, dates from the early part of 1893. Owing to the improvement in prices which took place at the opening of the Antwerp wool auction for foreign wool, the trade in German wool-yarn spinneries has also gained a new impulse. Almost all the factories have been lately receiving very heavy orders, which will keep them at work for a long time. The prices for worsted yarn, as well as for carded yarns, have considerably advanced, and these in most instances have also willingly been paid. The advance in woollen yarns is principally owing to the fact that the woollen goods factories are everywhere very busy, and in many instances are not able to accept all the orders received, although many factories have already introduced overwork and enlarged their factories.

Linen and Jute Industry.

The import of raw materials is seen in the following table to be:— Imports

Tow and jute.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Flax	568,821	579,359	606,911
Hemp	500,034	534,754	518,665
Tow	215,252	203,792	208,325
Jute	568,621	842,854	709,381

Apart from the slight advance in tow the import of raw material has declined in these articles. This is especially the case with jute, which shows a decrease against last year by about a third. This makes one conclude that the works are not sufficiently occupied. The principal decrease in the jute import falls to the direct import from British India.

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
From British East India ..	433,892	683,889	523,807
„ Great Britain	120,962	135,115	144,511

Linen yarn.

Also the import in linen yarn has decreased, as can be seen from the following table. It was:—

Year.	Quantity.
	Met. centners.
1892..	97,736
1891..	103,156
1890..	117,843
1889	115,942

Linen goods.

The principal articles exported in linen goods are seen from the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Corded goods	49,755	48,103	45,161
Textures of jute, hemp, undyed	31,282	23,374	12,378
„ „ dyed ..	1,456	2,154	1,780
Linen, undyed	8,245	8,078	9,835
„ dyed	12,187	10,600	8,656
Damask	6,310	6,443	5,094
Table, bed, and towel linen ..	8,808	5,761	5,988

In corded goods, undyed jute and Manilla hemp weavings, undyed linen, table and bed cloths, an increase is to be perceived in the export; in the other articles above mentioned a decrease. In general, the linen export may be said to show a good result.

German flax spinners.

On December 28, 1892, at a conference held by the German flax spinners, it was resolved to publish a statement, in which it was declared that, in view of the important increase in the price of raw materials, which was likely to continue increasing, an adequate advance in prices of flax and tow yarn was indispensable, and they had pledged themselves to introduce these increased prices from January 1, 1893. This resolution, which has since been published, has been meanwhile adopted by almost all the spinners who at the time were not present at Berlin.

Ready-made Clothes, Underwear, and Millinery.

Exports.

The export in the chief classes of these goods is shown in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Clothes and millinery of cotton, &c., and woollen underwear..	58,208	52,032	49,719
Cotton and linen underwear ..	13,300	13,645	12,338
Gentlemen's felt hats	2,955	3,063	3,446

Ready-made clothes, hosiery, and hats.

In ready-made clothes the export has continued to increase; in hosiery and gentlemen's hats it decreased. The principal buyers for ready-made clothes were:—

Country.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Great Britain..	24,237	19,664
Netherlands	11,727	10,920
Switzerland	5,723	5,579
United States..	3,945	3,197

The export of all other classes of hats (except gentlemen's felt hats) is given in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Ladies' felt hats trimmed ..	25,915	24,094	38,447
„ untrimmed ..	132,448	109,482	86,006
Gentlemen's hats of different stuffs	227,004	281,475	305,237

In gentlemen's hats the export has decreased; in ladies' hats it increased.

The import of hats is shown in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Ladies' felt hats trimmed ..	35,503	34,518	35,407
„ untrimmed ..	160,655	151,214	143,891
Gentlemen's hats of different stuffs	99,826	112,411	92,842

Here the same picture is given—increase in the import of ladies' hats, decrease in that of gentlemen's hats.

Coal and Coke.

The coal industry has been particularly interesting during the last year. The traffic in coke is shown in the following table:—

	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Import	4,657,259	3,187,982
Export	17,178,926	13,542,978

It shows a very considerable increase in export. This is to be explained by the existence of the coke syndicate, which is one of the most severely attacked and significant outcomes of the modern system of conventions in Germany. The coke syndicate is accustomed to keep prices high at home, and, in order to accomplish this, to ship away a quantity of the production at losing prices to foreign countries. In the year 1892 the coke

syndicate asked from the German industrials 12 marks per ton for coke. At the same time it furnished foreigners with the same at 6 marks and 5 marks 50 pf. per ton; thus in September, 1892, at the first-mentioned price of 6 marks per ton it supplied the Belgian firm Cockeril, at Seraing, and at the last-named price of 5 marks 50 pf. to Mont St. Martin, likewise in Belgium. It is easily conceivable that such a course applied to many branches of industry using coke has created a regular outcry for help. A serious injury to Germany's industrial life and her power of competing in the world's market is seen in the simultaneous advances in the prices of fuel for inland, and the decrease in prices asked from foreign industry. The example of the coke syndicate had the effect of causing in industrial circles the Rhenish-Westphalian Coal Syndicate, formed early in 1893, to be looked upon partially with distrust, partially with out-spoken animosity, from the very outset of its career.

German coal industry.

Undoubtedly, the German coal industry, especially its Rhenish-Westphalian branch, has been suffering for a long time from a crisis, which keeps assuming different aspects, sometimes great depression, then an unnatural stimulus, but which in the long run impedes the quiet course of business. From 1874 until 1888 coal-mining suffered from low prices; this was the same time that German industry showed her enormous development. An advance in the price then occurred, and the coal-mines revived again.

But, as subsequent inquiries proved, it was a less favourable time for the workmen. They asked for an increase in wages equivalent to the increase in prices. The contractors did not agree to the petition, and so in 1889 the Rhenish-Westphalian coal-miners' strike took place, perhaps the largest, at any rate the most dangerous, which Germany has ever experienced, for it threatened, by stopping the supply of fuel, to paralyse the activity of the entire German industry. The strike passed off, wages were increased, and the conditions of labour alleviated.

The production remained profitable, new hands were employed in great numbers. But in 1891 the prices commenced to recede, and in 1892 and in the beginning of 1893 the retrograde movement reached a point where it became questionable if working the mines would even pay.

I add a few figures with reference to the advance of prices. From the mines at Dortmund the price for good, fat, rough coal for puddling amounted in 1887 to 4 marks 43 pf. per ton; in the year 1890, on the other hand, 9 marks 92 pf., 124 per cent. more; at the pit's mouth near Düsseldorf the price for open burning coal in 1887 amounted to 5 marks 70 pf., in 1890 to 12 marks 64 pf., an advance of 122 per cent.; the price for inferior coal in 1887 was 4 marks 80 pf.; in 1890, 12 marks 36 pf., an advance of 157 per cent. In December, 1892, for the first-named category only 6 marks 30 pf.; for the whole year 1892, on the average, 7 marks 30 pf. for the first-named sort, 9 marks 83 pf. for the second, and 8 marks 34 pf. for the third was asked, and this sudden decided decrease still continues.

Prices. The price of production was put at 7 marks per ton for 1892. For great companies, indeed, the cost of production is very small, *e.g.*, for the Harpen Company in 1890–91 5 marks 73 pf. per ton; for 1891–92, 5 marks 93 pf. per ton. Only mines working under specially advantageous conditions pay when the prices are low. But there are many societies which are unable to manage this even.

Output. At the same time the output is decreasing. In the mining district of Dortmund (Rhenish-Westphalian district) the output was in the last year 36,847,000 tons, 551,000 tons less than in the previous year; in the district of Upper Silesia things are still worse. The production of the miners is becoming less. In the mining district of Dortmund, for instance, in the year before the strike of 1888, the miners furnished 315 tons per head, in the year 1891 270 tons, thus 14·29 per cent. less. In the Saar district the output amounted per head in 1888 to 250 tons, in 1891 to 222 tons, viz., 11·2 per cent. less. In 1892 a still further decrease is to be noted. In the mining district of Dortmund there were only 259 tons per head, viz., again 4 per cent. less as compared with 1888, a falling-off in the production of the miner of 17¼ per cent. It has been calculated that this meant a loss of 50 working days per head per year, or of 12,000,000 work shifts.

Wages. Wages, too, have advanced at the same time. In Westphalia the coal-miner earned in the year 1888, 863 marks; in the year 1891, 1,086 marks. Per ton of coal in the year 1888 the wages were 2 marks 74 pf.; in the year 1891, 4 marks 2 pf. In the Saar district the miner earned, in the year 1888, 842 marks; in the year 1891, 1,137 marks. As wages in 1888 there fell to the ton 3 marks 37 pf.; in 1891, 5 marks 12 pf.

Number of workmen. The number of workmen has increased. In the year 1888 in the Westphalian district 105,445 men were occupied; in the year 1892, 142,147 men. With the productive power of the 1888 miners 116,957 miners would have produced the output of 1892; 25,000 men would have been saved.

Foreign markets. The foreign market has been reduced, indeed, in the same degree in which also the import of coal has decreased. This the following table shows:—

	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Import	44,369,831	50,328,261
Export	89,710,551	95,363,741

Life of miners. Those who have read the descriptions of the conditions in the miner's life in the Rhenish province and Westphalia, as they were described at the enquiry after the strike, will understand that the wage for this most difficult and dangerous of all works

has been raised, and that the miners' power of production is no more abused in such a manner as it was before the strike period. Even to-day the conditions of labour in the German coal districts are not so pleasant as they might be. But on the other hand it is equally conceivable that the coal-miners see the basis of their profits reduced thereby. To this must be added the over-production which was created during the short period of high prices. The consequence is the present decrease in prices and the impossibility of making the trade pay. This is already shown in the balance sheets of the coal mining companies. I here refer to three of the largest and most favourably situated concerns. The Gelsenkirchen Company paid in the year 1890, 12 per cent.; in 1891, 12 per cent.; in 1892, however, 9 per cent. The Harpen Company paid in 1890, 20 per cent.; in 1891, 10 per cent.; the dividend for 1892 will not be declared before July, and is expected only to be about 7 per cent. Hibernia paid in 1890, 19 per cent.; in 1891, 12 per cent.; in 1892, 5½ per cent. The State Budget shows likewise an unfavourable result with reference to the mines on the Saar, which belong to the Prussian State.

The coal mines in the Rhenish province and Westphalia which are in private hands have, therefore, adopted the method of combination in order to free themselves from their present position. On March 1 this year the Rhenish-Westphalian coal syndicate came into operation. 170 mines, *i.e.*, almost all of the district belong to it, with an annual output of from 36,000,000 tons to 37,000,000 tons, valued at from 300,000,000 marks, with about 140,000 workmen to 150,000 workmen. The welfare of the German industry now depends to a great extent on the policy which this syndicate will pursue. The entire 170 mines will be managed commercially and also to some extent technically on a uniform system. The syndicate regulates the division of the output among the combined mines, dictates the prices, and has also the power of deciding upon the reduction of the output. The German mining industry has not seen such a powerful organisation hitherto. It is conceivable that German industry follows the first movements of this gigantic economical factor with great interest. The managers of the syndicate assert that they will not push prices, nor throw away coal at a loss to foreign countries, and that they only intend to regulate the production, output, and price in a sensible way. The first quotations of the syndicate, indeed, as was naturally to be expected, were quite reasonable. They are besides only minimum prices. I notice from the newspaper reports that for caking coal with 50 per cent. in lumps as well as for open burning coal the price was fixed at 80 marks, free from the pits mouth. From this as well as the further quotations, it is to be understood that the syndicate binds the mines as to the price not to undersell, but that differences of prices may be made according to the quality and the means of transport, which will be added to the minimum prices. For generator coal the lowest prices is quoted at 90 marks. For the

best known varieties of nut coal the minimum prices are here given, together with the last Essen quotations:—

Quality.	Open Burning Coal.			Caking Coal.		
	Future Minimum Prices.	Last Quotations.		Future Minimum Prices.	Last Quotations.	
		From—	To—		From—	To—
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
Nut coal—						
No. I.	120	115	125	110	105	115
,, II.	120	115	125	110	105	115
,, III.	100	95	100	85	85	90
,, IV.	5	80	85	75	75	80

Also in the nut coal No. 1 and No. 2 the previous average prices have been adopted as the future minimum prices; for No. 3 and No. 4 in the case of open burning coal the prices have even been raised slightly, in fat coals No. 3 and No. 4 somewhat reduced. But these are, as mentioned above, merely minimum prices, below which the mines are not allowed to sell, whereas indeed they have from the very first demanded higher rates than these. If the German industry is nevertheless afraid of the coal syndicate, it is on account of the experiences founded on the methods practised by the miners hitherto, which will explain this fear. Since the settlement of the great strike, the Rhenish-Westphalian mines have at various instances combined to form coal syndicates which, however, were only to regulate the market and the price. Apart from the fact, that all these bodies could not hope to last, still as long as they were in existence they held the knife at the throats of their purchasers, viz., the industries and the State Railway and Naval Departments. The consequence is that foreigners are in a position to compete successfully with Germany, and have indeed beaten the German mines in supplying the State Railroads and the Navy, as was seen recently at the coal tenders at Stuttgart and Karlsruhe. However, the greatest surprise was caused at the coal tender last year for the Imperial Navy, where English coal was taken as being cheapest, in preference to the German offers.

Budget Commission.

The Budget Commission of the Imperial Diet had to deal with the complaints of the mines, and the Imperial Government has, therefore, prepared a report on the subject, and their committee finally came to the conclusion that the Naval Board had acted with a full and due regard to the interest of the national economy and finance.

On the other hand, the foreigners, especially the Belgian industry, expect from the Rhenish-Westphalian coal syndicate a reduction, in fact sales in coal at losing prices, such as Belgium has for her coke supply through the coke syndicate.

The Minister for Commerce, Herr von Berlepsch, as regards these fears, took up an expectant position in the Prussian Lower Diet on March 3 this year, and pointed to the English, Belgian,

Saarbrücken, Bohemian, and Saxon competition, which would prevent the syndicate from overcharging the inland consumers; he referred to the above-mentioned occurrences, viz., the tenders for the Railroad and Naval Departments. But in answer to the question, if the Government would feel disposed to suppress the exceptionally favourable tariffs existing for coal on account of this coal syndicate, the Minister answered, that from the character of the men who organised the syndicate, he concluded that they by no means had any intention of injuring the Fatherland through any undue increase in the prices.

Iron and Steel Industry.

The import of raw iron has in 1892 experienced a still further reduction. It was:— Imports of raw iron.

Year.	Quantity.
	Met. centners.
1892..	2,093,064
1891..	2,448,523
1890..	3,853,275

The following countries participated in the import of 1892 :—

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Great Britain	1,750,226	2,165,367	3,144,958
France	149,845	60,439	373,501
Sweden	74,377	59,982	84,409
Spain	62,957	58,335	58,276
Austria-Hungary	29,001	30,316	127,785
Belgium	23,006	48,953	..

The imports from France again increased. In half finished and manufactured goods the exports were :—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Angle iron	840,548	746,305	519,185
Sleepers	395,576	634,062	364,697
Rails	1,137,122	1,414,765	1,308,373
Bar iron..	1,990,636	1,932,529	1,428,114
Iron loops	371,841	424,576	241,409
Sheet iron, raw	555,8-3	616,116	593,105
Iron wire	1,873,756	1,674,717	1,344,117
Railroad carriage materials ..	265,544	335,544	291,142
Tubes	207,935	232,526	194,292
Rough iron goods	869,567	882,807	..
Wire nails	503,231	497,087	621,419
Fine iron goods	135,691	137,362	131,858
Needles	8,279	10,113	9,652

It can be seen from this that the decreases are in excess. This is a new and quite surprising feature. Up to the present an increasing export was noted in the iron and steel industry to which the protectionists pointed with pride. For the iron industry is one of those best "protected" by the customs tariffs. Its great export was not a sign of sound development, as it was based on an export at losing prices practised by the syndicates, which were intended to cause a decrease in offers on the inland market in order that prices might be advanced the more easily. This reckless export has, it is true, not been stopped yet. But it does not any longer suffice to render the statistics of the traffic more favourable. The iron industry is in an unfavourable state—as the figures prove. This is not to be denied. Along with the coal industry it is the iron industry which complains mostly of the bad course of trade. It declares it is in a critical position and demands direct help from the Government. Consequently in the Prussian Lower Diet on January 19, this year, a long discussion took place regarding the state of the iron industry, in which in a long speech Count Kanitz gave a splendid general review of the situation of this industry. The following is an extract from his speech:—

"From the business reports before us of the largest German iron works for the past year, it is seen that it is just the iron industry that has to battle with the most difficult conditions, and this holds good especially for the rolling mills. A great many of these firms are already working at a loss, others at so small a profit that they will also soon probably not be in a position to pay any dividends. In a good many instances a reduction of wages, dismissal of workmen, &c., have been discussed. It is perfectly obvious that these difficulties will only increase if their sales to the State Railroads are reduced and rendered more difficult.

"A circumstance which is especially felt by the iron industry

is the great decrease in prices, principally of steel rails. In the year 1882 the prices for these were over 200 marks per ton; to-day the price for steel rails as appears in the tenders at the public sales is about 110 marks per ton, at the utmost 115 marks per ton, and during the last few days the German syndicate of rolling mills, which was re-organised last summer, has considered whether they should not lower the basis price another 5 marks or 10 marks, which, however, was not approved of by the various managers. In the year 1890 the price of rails was still 140 marks, in the year 1891 it went down as low as 121 marks, and in 1892 to 114 marks, and then tenders, *i.e.*, those of the rolling mills, to furnish steel rails at such a price have not even been accepted by the Royal State Railroad Departments. The price of rails to-day stands at the same figure as did raw iron about a year ago, and what this means for the raw iron industry I need not stop to explain.

"Now it may be said, that the situation does not differ much from that met with in other countries; *e.g.*, in America a great depression is also prevailing in the iron trade where the manufacture of Bessemer steel rails decreased last year by about 500,000 tons; and as far as the prices of steel rails are concerned, they were in England in 1889, 7*l.* (140 marks) per ton; since then they have been gradually receding to about 4*l.* (80 marks) per ton in the year under discussion. Considerable contracts for steel rails have been received by English works from the East Indies at 4*l.* 3*s.* (83 marks) per ton. Through this sinking in the prices of English steel rails—and I lay special stress on this point in the interest of the home iron industry—our own industry has also been forced to considerably reduce its prices for rails when executing orders for foreign countries. In February last year, Rhenish-Westphalian works furnished South America with a large quantity of steel rails at the price of 83 marks per ton f.o.b. Rotterdam. Such a price does not leave any profit for our works, but they can do nothing in the matter; at home they cannot dispose of their rails, and unless they are willing to reduce their works and dismiss more workmen, they cannot do otherwise than sell at a loss to foreign countries. This is the state of affairs more especially as regards the Rhenish-Westphalian District.

"The state of affairs in Upper Silesia is by no means more favourable. A letter lately received says that the present situation will in the long run be utterly unbearable. In the first place there is no question of an output to Austria, as was anticipated in consequence of the commercial treaty. The manager of these works, on the contrary, writes, that the output to Austria had rather decreased since the conclusion of the commercial treaty. The Upper Silesian iron industry experiences just the same difficulty in its sales to Russia. To this must be added, altogether apart from the iron duties, which have been raised to an incredible height, another measure, viz., the decision the Russian authorities have come to, that the German 20-mark gold pieces are no more to be received equally with the Russian

Imperiales as of full value, albeit the German 20-mark pieces and the Russian Imperiales are coined of equally fine gold. Although up to the present time 1,000 marks, gold, were calculated as equal to 308 roubles, the Russian custom-house have received instructions that henceforth 1,000 marks, gold, could only be received in payment for 302 roubles. This, again, is equivalent to an advance in the Russian iron duties of 2 per cent., which is a measure all the more surprising and deplorable as custom negotiations are said to be taking place between the German Empire and Russia.

"This is a rough sketch of the position of our German iron industry. I have spoken here mainly of rolling-mills; I might also treat of the machine factories, the commercial position of which is equally unsatisfactory."

The Minister of Public Works, Herr von Thielen, replied and remarked in the course of his speech that the present position of the iron industry, especially the iron rolling-mills, had been correctly described by Count Kanitz.

The means proposed for assisting this industry are, in the first place, to push on the building of railways, especially that of side lines. The increase in 1879–90, viz., 12 years, in kilometres in Germany's railroads amounted to 11,421 kiloms., in France to 13,458 kiloms. In the 8 years, 1883-90, the length of railroads in Prussia increased by 4,159 kiloms., equal to 19 per cent.; in Germany 7,876 kiloms., 21⅓ per cent.; in France 7,171 kiloms., 26½ per cent. Loans for railway building were issued in 1891–92 to the amount of 137,000,000 marks; in the year 1892–93 125,000,000 marks; and for 1893–94 117,000,000 marks are to be devoted for this purpose. In 1888–89 in Prussia 555 kiloms. of new side lines; in 1889–90, 683 kiloms.; in 1891–92, 302 kiloms.; in 1892–93, 401 kiloms. were opened; and for 1893–94, according to the present plan, 380 kiloms. are to be built. It can be seen from this that the construction of new lines is being reduced, and complaints have been made on this score by those who plead the cause of the iron trade in the Prussian Lower Diet, but without obtaining the desired result. It is hoped, though, that the law recently issued, relating to the building of subsidiary side lines, will stimulate private enterprise.

The German iron and steel industry is suffering from over-production, which, it seems, it can no more control than it can the above-mentioned exporting at a loss. This means the bankruptcy of the syndicates, which have just, in this branch, reached their highest pitch. The Minister, Herr von Thielen, has declared that the managers of the State Railways, to whom, in this time of need, applications have been made, could not possibly take over the surplus of the rolling mills. But he hinted in the above-mentioned sitting of the Prussian Lower Diet at the way in which he could come to the assistance of the industry. I will also insert this part of his speech. His words were:—

"As regards rails, an understanding has been come to between myself and the rolling mills, in accordance with which the rolling

mills have declared their willingness to furnish the entire requirements of the State Railway Department, as may be decided by April 1, 1894, at the price of 111 marks per ton. The State Railway Department has not pledged itself to take up any given quantity, but it will be free to increase or decrease orders according to its requirements. At the same time (and on this I lay special stress), the quality of the steel rails is to be improved inasmuch as (as has been agreed) the hardness of 50 kilos. to the square centimeter, which has hitherto been required by the State Railway Department, has now been raised to 55 kilos. Furthermore, inquiries have been made if it were not possible to utilise more extensively than hitherto iron sleepers instead of wooden ones, as the wooden sleepers, which the State Railway Department has made use of during the last few years, came for far the greatest part (about 90 per cent.) from abroad, as the home trade was not in a position to supply the demand not only of the oak sleepers needed, but also of the deal ones. Now it is obvious that, instead of paying huge sums to foreigners for wooden sleepers, one would prefer to hand over the supplying of sleepers to the home iron industry. But there are exceptional difficulties in the way of fully meeting with all the desires of the iron industry in this respect, and these are in the main financial difficulties. In some parts of the country, merely from the cost of freight, it is impossible, without serious expenses, to make use of iron instead of wooden sleepers. The iron sleeper itself at present does not indeed stand higher in price than the oak sleeper, although the weight of the iron sleeper has been gradually raised from 32 kilos. to 58 kilos. to ensure greater safety and steadiness, as well as for reasons of economy. However, the iron sleeper entails, unfortunately, heavier expenses, firstly, for the necessary fixing materials between the iron and the rails, and secondly, greatly increased costs for the bedding material. Only in places where suitable small stones or gravel can be had at cheap rates can iron rails be used advantageously. But, unfortunately, this is not the case in a great part of our country. Especially in the eastern provinces these good materials for under bedding, which would allow of the use of iron sleepers, are not generally to be found. The State Railway Department will, therefore, be forced, from economical motives, to use in the future, as in the past, in the eastern provinces wooden sleepers in preference, in the first place, because they can be transported by river up to the works, where they are impregnated; and, secondly, on account of the deficiency of the necessary bedding material; and it is only in exceptional cases that iron sleepers can be utilised. Under the name of iron sleepers we mean at the present time almost exclusively cross-sleepers. The trials which have been made with long sleepers—at least, with those of the system hitherto used—have not led to a result as yet which could induce us to make further use of them to any increased extent. Experiments are being continuously made with other systems of long sleepers. I would mention here especially the so-called

'Haarmann sleeper and rail system.' However successful the previous results of these experiments appear to have been, still, after the bitter experiences of the past, we have been forced to the conviction that the time during which the 'Haarmann' rails or other systems have been tried is as yet too short to allow of any definite judgment being formed, or to risk the experiment of introducing this new system on a large scale. But in order to show that we have not been idle as regards the application of iron sleepers, I may be permitted to give a few figures. In the railway district of Elberfeld at present 68 per cent. of the tracks are laid with iron sleepers, almost exclusively with cross sleepers. Of the superstructure in the district of Cologne (right bank of the Rhine) 35 per cent., of Erfurt 20 per cent., Magdeburg 10 per cent., Breslau 6 per cent., Bromberg 8 per cent., and Altona 1·8 per cent. is of iron sleepers. Through the great difference in the use of the iron superstructure in the various districts, proof is furnished for my assertion that it depends principally on one's being able to obtain advantageously good materials for bedding purposes. The same conditions also exist in the imperial railways, where likewise 52 per cent. of the sleepers are of iron, and in the Baden railways, where 50 per cent. are of the same material. The railroads in Saxony, however, have no iron sleepers, the Würtemberg 33 per cent., the Bavarian $15\frac{7}{10}$ per cent. Inquiries have been made on my part to what degree, with reference to the bad state of the iron industry, iron sleepers could be used. These inquiries have shown that iron sleepers may be used without financial disadvantages to a larger extent than one has hitherto thought possible if the rolling mills will only grant fair prices. But if we would wish to use iron sleepers on principle, even in places, where the above-named conditions do not exist (for instance, in the district of Bromberg, where wooden sleepers are naturally very cheap), this would entail an additional outlay of 2,800,000 marks in the next budget, and that we cannot go to such lengths, even to help the suffering iron industry, probably needs no further explanation."

The consolation is small indeed, and it is not increased by the reports of tenders awarded by the German Railroad Departments, where outsiders have outbid the German works, notwithstanding the duty charges. Thus a large order for railway carriages at Cologne recently caused surprise, as a Belgian firm was victorious over all the German ones. The Belgian offers were lower by 6 marks up to 100 marks, even in one case (covered chalk wagons) by 135 marks, than the German; however, they were not made for the whole tender. In a Cologne tender for wheels and springs the Belgian competition was felt, also at Elberfeld, and in a Karlsruhe tender for rails. Belgian part offers were handed in at 108 marks 40 pf., 109 marks 40 pf., 103 marks 85 pf., and 105 marks 45 pf., whereas the German offers ranged between 116 marks and 123 marks 70 pf., and the award was given by the Prussian State Railroads to the Rail Syndicate at 111 marks. These cases are by no means exceptional. There

exists a whole series of such awards where German industry had aimed too high with its prices, and was therefore passed over by the Railroad Department. Of course, in such cases the industry complains of the neglect of "national interests." But the public is gradually accustoming itself to judge merely from an economical point of view. This was clearly shown in the debate in the Imperial Diet with reference to the prominent case of the coal tender for the German Navy.

An increase in the output is hoped for by the iron industry from the future commercial treaty with Russia. Thus it comes to pass that the most inveterate protectionists, the iron industrials, are now, in the time of need, beginning to favour the treaty policy of the Government. The works in Upper Silesia are especially interested in the export to Russia. The facts and hopes of the Upper Silesian iron manufacturers in this respect have been discussed by a representative in the Prussian Lower Diet. I extract the following remarks from his speech on February 15 :—

"I will now point out to you how the iron industry has been gradually decreasing. I have here the data concerning the Bismark Works, one of the best and most important works in Upper Silesia. From the year 1878 to 1879 the Bismark Works exported to Russia 7,208 tons of sheet-iron and rolled iron, &c., at a price of 1,087,948 marks, which would be 64·5 per cent. of the weight and 87·7 per cent. of the value. The iron duties up to the year 1877 per pud were 35 c., and that, too, in paper payment; for sheet-iron, 50 c.; but in 1887 the custom duties were suddenly levied in gold, which is equal to an advance of 27½ per cent. It is unfortunate, when one has not a treaty with a State like Russia, that all at once and over night, so to speak, such an advance in the duties can take place. If a treaty existed this would be impossible; at least, it would not be so easy without transgressing the treaty. The export, however, was able to be continued, because everything was done to keep it up. The works looked out for connections with South Russia, formed syndicates—at any rate, obtained contracts. From the 'Carl-Ludwig Bahn' they obtained cheap tariffs, and were thus in a position to export to South Russia at a certain profit, but all this has ceased. In 1891 came the new custom duties. As soon as the Russians found out that too much came in they raised their duties again, and then it was hardly possible any longer to find a sufficient market in Russia. So far from 1891 up to 1892 the decrease was so great that while even in 1878 7,200 tons of iron were shipped, in 1891 only 2,461 tons, valued at about 393,000 marks, were sold, whereas during 1878 the value amounted to 1,088,000 marks; this is an enormous decrease. The concession was then given to a French company to organise ironworks, which further competed with the forges of Upper Silesia. This was effected undoubtedly from political motives at the time of the great endeavours to bring about a friendship between France and Russia. It would now be exceedingly desirable if the com-

mercial treaty is agreed to, and, if it is not too late already to speak of it, to reinstate the customs of 1881–82. Then, 40,000 tons of sheet-iron and figured iron, &c., from Upper Silesia, valued at 6,000,000 marks, might very easily be exported to Russia; this would give a chance of employing from 6,000 to 10,000 more workmen at these works, which could also be enlarged still more. Remember that rolled iron pays 120 per cent. of its value as duty; figured iron, 154 per cent.; sheet-iron over ½ millim. thick, 130·7 per cent.; and sheet-iron below ½ millim., 133·3 per cent. This, indeed, is enormous; how is it possible that any works can, under these circumstances, obtain a profit? Therefore, when here and in the Imperial Diet complaints are heard that a change must take place, they are, indeed, well founded."

Besides, I read from a press cutting from the second half of February that the export of iron goods from Upper Silesia to Russia is already beginning to increase. It reads as follows:—

"In the iron trade to Russia a very marked improvement has set in during the last two weeks. The consumption there has greatly increased in consequence of the railroad shops, waggon factories, &c., being in full work, and in consequence of the gradual increase of the purchasing power of the Russian trade, the approaching better season, too, promises further increases. Up to the beginning of the new year neither the Russian customs nor the position of the Russian currency allowed any export to Russia worth mentioning, so that the Russian works until then alone gained any profits by the improved position in the state of affairs. They could raise the prices for various products; their terms of delivery have been prolonged to 6 or 8 weeks. This and the rise of the rouble quotation is now again beginning to allow of some export for German works, especially the Upper Silesian. A portion of these former connections have again been resumed, and so again business in manufactured, figured, and various commercial sorts of iron has gained new impulse. This applies principally to the Russian Baltic provinces, Warsaw and the Black Sea harbours—all stations where until a year ago the consumption of German iron was heavy; also in rough and fine sheet iron, foundry raw iron, &c. The export is to be noted, indeed, for a commencement only on a moderate scale. Nevertheless, even these beginnings of an export to Russia, in view of the unfavourable state of the German market, deserve notice."

We add the statistics of the iron production for 1892.

The total production of raw iron, inclusive of Luxembourg, amounted in the last year to 4,793,002 tons; the statistics of the Empire say only 4,641,217 tons, but this difference is explained by the varied estimates formed by single works, from which no figures could be obtained.

The larger figures, those of the Union of German iron and steel manufacturers, surpassed the 1891 production by 340,983 tons, or about 7·6 per cent.

It is noticeable that the Rhenish-Westphalian branch, which comprises almost half of the total production (2,073,813 tons), only shows an advance of 37,460 tons, or 1·8 per cent.; Silesia (468,782 tons), Saxony and Hanover (155,825 tons) even show a decrease of 2·5 per cent. and 1·4 per cent. respectively.

The forges in the Kingdom of Saxony (with only 422,830 tons) show an increase of 12·3 per cent., but the forges on the Saar (1,095,018 tons) have risen by 15·3 per cent., those in Luxembourg (975,335 tons) even by 21·1 per cent. From the 1892 production these fall 1,242,867 tons; on puddled raw iron and mirror iron, *i.e.*, 95,037 tons, or 8·3 per cent.; on Bessemer raw iron 313,819 tons (70,377 tons, or 18·3 per cent. less); on Thomas raw iron 2,006,400 tons (302,121 tons plus, or 17·7 per cent.); Giessen raw iron, 670,617 tons (plus 14,203 tons, or 2 per cent.). Thus the Thomas method has made further great progress, especially on the Saar and in Luxembourg.

Machine Industry.

The export of this branch in its more important articles is shown in the following table:— Exports.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Locomotives and locomobiles ..	47,770	41,736	51,168
Cast-iron machines	633,407	639,868	605,688
„ sewing machines ..	78,976	78,459	77,731
Wrought-iron machines ..	111,650	109,937	103,467
Railway carriages, waggons (number)	3,886	2,331	609

But few advances are to be noted here.

Many specialities in machines Germany obtains from abroad. Thus from Great Britain:— Imports.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Machines mainly of wood ..	27,324	28,783	28,266
„ „ cast-iron ..	144,984	164,073	244,208
„ „ wrought-iron	12,678	17,614	37,509

Here nothing but decreases are to be noticed. But this is not a feature which is only seen with reference to Great Britain, but is general. The import of machines on the whole has decreased,

probably on account of the bad course of trade. The following table gives the principal figures of the German import in machinery in general:—

Articles.	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Machines, mainly of wood ..	37,220	40,914
„ „ cast-iron ..	234,996	281,475
Sewing machines	26,055	28,135
Machines, mainly of wrought-iron	24,401	36,570
Carding machines and fittings ..	1,632	2,300

Chemical Industry.

Exports.

The principal figures of the export of chemicals and drugs in the following table: —

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Essential oils	2,581	2,546	3,652
Gelatine	5,016	4,535	4,211
Glue	39,101	37,737	35,392
Explosives	14,467	16,731	25,784
Soda, calcined	345,788	353,303	270,510
Potassium	122,325	110,934	106,281
Alkaloids	658	584	561
Quinine	2,256	1,869	1,565
Chloride of potassium	632,417	769,962	676,580
Iodide „	1,093	977	1,052
Sulphate of potash	203,907	301,888	193,133
Mineral water	342,628	335,632	363,629
Salicylic acid	3,026	2,159	2,440
Saltpetre	98,446	98,952	101,349
Hydrochloric acid	117,614	103,100	80,502
Gunpowder	31,620	37,834	43,114
Tartaric acid	11,512	7,769	10,211

The above table shows many slight increases. These, however, are again counterbalanced by several less important and some heavy decreases (*e.g.*, chloride of potassium and sulphate of potash).

As to dyes and colours in general I give the principal figures in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Lead and coloured pencils ..	9,477	9,433	9,784
Varnish and lac varnish ..	5,998	5,576	5,585
Oil and watercolour paints ..	13,157	13,438	12,429
Ultramarine	43,533	44,040	52,583
Alizarine	76,770	81,685	79,055
Aniline	46,598	44,031	38,295
„ and other coal tar products	107,251	86,818	72,797
White lead	137,117	117,538	123,205
Zinc white	105,948	103,978	88,910

Here increases in the export may here be noticed, which however, with the exception of white lead, are of no great importance. It seems indisputable that the chemical industry of Germany maintains its high level, but its onward march seems this time to have slackened through the disadvantages met with last year.

Germany's export to Great Britain in some of the more important chemicals and dye stuffs is reviewed in the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Lead and coloured pencils ..	2,375	2,487	2,542
Ultramarine	15,341	19,305	20,781
Glue	11,485	8,881	8 731
Explosives	2,842	6,045	4,292
Soda, calcined	7,075	21,464	6,247
„ raw	659	10,947	2,732
Alizarine	22,238	27,991	30,851
Aniline and other coal tar products	20,818	18,194	14.953
Whitelead	90,956	76,883	91,072
Chloride of potassium	84,823	129,420	128,547
Mineral water	41,478	40,147	34,729
Saltpetre	37,908	48,087	53,487
Zincwhite and grey coloured zinc	32,929	21,910	23,294

Here decreases are in a great majority, and only few and mostly very slight increases in the export are to be noticed.

Glass Industry.

The most important figures in the export are as under:— Exports.

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Green hollow glassware ..	651,524	577,890	552,702
White „	175,527	171,625	144,243
Plate, mirror glass, silvered ..	34,388	34,898	46,567
„ not silvered	35,717	33,152	30,605
Coloured glass	7,446	8,723	13,001
Glass paste	13,822	13,157	12,656

This picture is fairly favourable as to the development of the export, which showed in a greater measure, especially as regards green hollow glassware, an increase. The complaints of the glass manufacturers about the commercial treaties, which were prominent in the parliamentary debates, are not substantiated in the statistics, nor are they in the import figures :—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Window and plate glass, crude	34,961	41,298	70,128
Mirror glass, crude	28,230	35,361	31,320

While the export has risen, the import in this industry has decreased.

Paper Industry.

Complainings. Also the paper industry complained loudly of the bad effects of the commercial treaties. But it is just this industry in its statistics which does not furnish any proof for these complaints.

The principal figures of export were :—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Wood pulp	496,499	467,030	381,655
Gold and silver paper	60,038	60,423	58,827
Writing, printing, and drawing paper	361,556	314,656	272,842
Paper toys	45,146	41,357	35,050

showing thus almost throughout increases in the export—some indeed very important.

The import was:—

Articles.	Quantity.	
	1892.	1591.
	Met. centners.	Met. centners.
Packing paper, not glazed ..	815	734
„ glazed	8,387	7,538
Blotting paper	5,681	4,176
Writing and printing paper ..	11,484	12,457
Paper hangings	3,428	3,732

Beer.

The import and export in beer in barrels is shown in the following table:— Imports an exports.

Year.	Quantity.	
	Import.	Export.
	Met. centners.	Met. centners.
1881	120,320	1,217,440
1882	127,610	1,285,470
1883	135,370	1,332,090
1884	136,450	1,433,270
1885	131,630	1,606,590
1886	155,990	1,298,400
1887	168,650	1,314,760
1888	186,280	1,244,480
1889	238,913	901,445
1890	270,608	776,845
1891	330,640	490,158
1892	411,853	488,672

While the export this time has remained stationary after the enormous decreases of the previous years, the import has considerably increased.

The import comes from Austria-Hungary and Great-Britain as the following table shows:—

Country.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Austria-Hungary	386,282	306,145	246,567
Great Britain	24,139	23,718	22,047

Wine and Grapes.

Imports and exports.

The import and export of wine (sparkling wines excepted) in bottles is seen from the following table:—

	Quantity.	
	1892.	1891.
	Met. centners.	Met. centners.
Import	7,723	8,914
Export	58,346	56,507

The following table gives the import and export for wine and must in barrels:—

	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Import	821,733*	697,115	708,022
Export	124,392	117,397	125,451

* Included in these are, in 1892, the imports of red wine (favoured by the commercial treaties) for blending purposes, viz., 114,432 met. centners, of which were 103,216 met. centners from Italy, and wine for cognac 4,930 met. centners.

The increase in the export is hardly worth mentioning. But the wine import shows a great increase. It was not otherwise to be expected, because the commercial treaties reduced the duties for this commodity. It is, however, surprising that it was only the advantages offered for importing wines for blending purposes and for cognac manufacture, which have stimulated the import. The reduction in duty for wine in barrels for immediate consumption (from 24 marks to 20 marks per met. centner) has only had the effect of very slightly increasing the wine import according to the above statistics. Also here, therefore, the commercial treaties have not at all had the marked effect, at least hitherto, which had been feared from the first by the interested parties. Far more immediate was the effect of the stipulated reduction in the duty on grapes for the manufacture of wine. In the previous year 55,646 met. centners, in the year 1892 188,959 met. centners were imported.

Alcohol.

Reduced exports.

This year has again produced a considerable reduction in the export of alcohol, as is seen from the following table. The exports were—

Year.	Quantity.	Value
	Met. centners.	Marks.
1885	876,805	27,181,000
1886	745,881	22,003,000
1887	532,200	15,978,000
1888	323,255	9,698,000
1889	244,004	8,113,000
1890	298,398	11,115,000
1891	150,084	5,343,000
1892	83,336	2,967,000

The export to Spain, which amounted in 1890 to 207,826 met. centners, has declined to 7,241 met. centners, likewise the export to Italy, Sweden, and Austria-Hungary has decreased considerably. An increase is seen in the export to Switzerland, which from 20,000 met. centners and 23,000 met. centners in the previous years has risen to 37,324 met. centners. Japan, for the first time, is found in the list as importing 391 met. centners. A revival in the alcohol export to Spain can, as is well known, only be effected by a commercial treaty, the conclusion of which continues to be uncertain.

Sugar.

The export is seen from the following table:—

Articles.	Quantity.		
	1892.	1891.	1890.
	Met. centners.	Met. centners.	Met. centners.
Molasses	636,331	553,647	208,347
Starch sugar, syrup	13,372	34,804	106,972
„ crystallised ..	8,711	25,709	90,050
Sugar	6,076,110	7,840,848	7,964,251

Except, as regards the increase in molasses, a strong decrease in the sugar export must be noted, which may be ascribed to the formation of rings in America, since, as is well-known, it was just to sugar that the American McKinley Bill granted facilities. This Germany had to compensate with a repeal of the Bill prohibiting the introduction of pork.

Germany's Export to the different European Countries.

In Germany's export, as may be seen from the reviews of the commercial statistics recently published, it is the export of German manufactured goods to European countries which still

rank first. The results of this trade during the 3 years, 1889–91, are seen from the following table:—

GERMANY'S EXPORT.

Country.	Value in 1,000,000 Marks.		
	1891.	1890.	1889.
Great Britain	696·1	705·3	651·8
Austria-Hungary	347·8	351·0	340·8
Netherlands	268·4	258·0	258·2
Russia	262·6	206·5	196·9
France	237·9	231·2	210·2
Switzerland	184·6	179·6	177·4
Belgium..	153·3	150·8	137·2
Italy	88·7	94·7	103·4
Sweden	73·5	91·6	71·4
Denmark	73·5	76·4	72·3
Roumania	55·0	53·4	48·2
Hamburg, free harbour ..	54·3	104·8	104·9
Spain	49·3	53·1	44·6
Norway	40·0	39·8	35·5
Turkey	37·0	34·1	29·9
Portugal	16·2	21·1	18·9
Greece	4·6	3·7	2·9
Bulgaria..	4·5	3·9	2·5
Servia	3·9	3·1	2·1

The total export to European countries amounts to—

Year.	Value in 1,000,000 marks.	Percentage of Total Export.
1889..	2,509·1	77·1
1890..	2,671·1	78·3
1891..	2,651·2	79·4

The changes from year to year, accordingly, are relatively small; with a certain regularity the export to European countries amounts to more than three-quarters of the total export.

Germany's Trade with Canada.

Canada's export to Germany amounted in the year 1890–91 to about 1,191,000 dol., and mainly consisted in corn. The import from Germany has risen during the last 10 years, and ranks already third. It amounted in the fiscal year, 1880–81, to 934,266 dol., and in the year 1890–91 to 3,804,090 dol. The increase with regard to the year 1888 amounts to 439,527 dol.

The regular service of steamers belonging to the Hansa Line at Hamburg, first leaving every 2 weeks, then every 10 days, has contributed in a great measure to this development.

Next to the English lines the one organised by the Canadian Pacific Railway Company between China, Japan, and British Columbia is already noticeable as regards the import of German silk and porcelain goods.

Beet sugar.

In the main, Germany's share in the export consists in beet sugar, woollen goods, iron and steel goods, glass and porcelain, furs, gloves, colours, silk and cotton goods, and toys. The import is greatest in raw sugar. What the German beet sugar manufacturers lose through the newly established refineries in British Columbia (which supply the consumption of the entire western half of Canada, where, however, one is dependent on the East, *e.g.*, Java, for the supply of raw sugar), they again gain on the other hand by the suppression of the duties on refined sugar. By this the consumption of crystallised sugar is facilitated, for the manufacture of which beet sugar is used, which is obtained from Germany by the refineries, who supply the eastern part of Canada at times when the price makes up for the difference in quality. Germany need fear no disadvantage from the Canadian sugar industry, as it appears to be unimportant as yet.

Iron and steel goods, especially tubes continue to be popular.

Furs.

Furs show this year a decrease. The import last year was in excess of the requirements. The home furriers use Russian goods, which are prepared and dyed at Leipzic; and when goods are also ordered raw, Leipzic is considered exclusively as the market and is personally visited from the months of October to March by agents for personal purchases. Even 10 years ago the Leipzic fair still was visited by all the Canadian purchasers. 5 years or 6 years ago their visits to the fair ceased altogether.

Furs, which come from Canada to Germany, are mainly intended for Russia. Only a very small portion returns to Canada after having been prepared at Leipzic.

A great portion of furs is bought by English agents at the Leipzic market, and probably according to the opinion of Canadian experts, sent on viâ Great Britain to Canada as of British origin.

Cotton goods.

In the import of cotton goods that of yarn on spools must be noticed. This article came from Scotland and England for a number of years until a Belgian manufacturer reduced the prices. In this year also the German manufacturer entered the market as competitor.

This caused a reduction in the English convention prices of 33 per cent. in order to render the sale impossible to German sellers. These prices, entailing losses, however, cannot last long, and then Germany will again compete.

Silks.

For silks, as already mentioned, a new source of purchase has been opened up in China and Japan, which will not fail to have an influence on the import of German pockethandkerchiefs and such like articles. German manufacturers, who at present

furnish this article should, therefore, all the more endeavour to show better taste in their designs.

As regards industrial products, where the matter of taste comes in question, it must not be forgotten that in Canada they look more to pleasant shapes than to real durability. In this respect in the imported goods a great want is often noticeable.

The Frankfort Electro-technical Exhibition in 1891.

It may be of general interest to learn from figures the influence which the Frankfort Electro-technical Exhibition has exercised on the development of the technical industry in this city, as far as it was promoted by the Exhibition.

According to the directories of this city for 1889 and 1893 there existed here:—

Branch.	Number of Works.	
	1889.	1893.
Factories manufacturing chemical, technical, &c., apparatus	42	52
Firms for electric illumination	..	19
Firms for electric and atmospheric bells and house telegraphs	18	24
Electro-technic factories	..	13
Electro-technic companies	..	6
Machine factories and stores	56	75
Practical electric engineers	98	122
Mechanic businesses and mechanical shops	94	107
Total	308	418

Result. Thus in the year 1893, 110 more technical factories and works are established in Frankfort than existed in the year 1889. This rise is certainly owing especially to the Electro-technical Exhibition and the impulse received therefrom.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 6 | 93—H & S 1563)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1297.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

FINAL REPORT FOR THE YEAR 1892

ON THE

TRADE OF STETTIN AND DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1201.

Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1893.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—184.] *Price Threepence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
1276.	Alexandria	1½d.
1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
1280.	Pekin	2½d.
1281.	Salvador	1d.
1282.	Malaga	4d.
1283.	Buenos Ayres	8½d.
1284.	Canton	1d.
1285.	Washington	1½d.
1286.	Warsaw	½d.
1287.	Pekin	½d.
1288.	Amsterdam	1d.
1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
1292.	Trieste	1½d.
1293.	Tunis	4d.
1294.	Montevideo	1½d.
1295.	Belgrade	2d.
1296.	Teneriffe	1d.

No. 1297.

Reference to previous Report, Annual Series No. 1201.

GERMANY.

STETTIN.

Consul Powell to the Earl of Rosebery.

My Lord, *Stettin, September* 5, 1893.

I HAVE the honour herewith to transmit my Annual Report for the year 1892.

I have, &c.
(Signed) WILFRED POWELL.

Report on the Trade and Commerce of Stettin for the Year 1892.

ABSTRACT of Contents.

	PAGE
Grain harvest	3
Iron trade	4
Shipowners	4
Cholera	4
Import	4
Export	5
Return of shipping	5
Grain	6
Flour	7
Bran	7
Potatoes	7
Spirits	7
Sugar	8
Oilseed and oilcake	8
Rapeseed and colza	9
Oilcakes	9
Seeds	9
Red clover	9
White clover	9
Swedish clover	9
Yellow clover	9
Timothy	9
Rye grass	10
Rapeseed oil	10
Grease	11

Abstract of Contents—continued.

	Page
Lard	11
Linseed oil	11
Train oil	11
Palm oil	11
Palmnut oil and cocoanut oil	11
Tallow	11
Petroleum	11
Herrings	12
Old Scotch herrings	13
Matties	13
New East Coast herrings	13
Old Norwegian fat herrings	15
New fat herrings	15
New Sloe herrings	17
Swedish herrings	17
Timber	17
Coffee and southern fruit	20
Rice	22
Spices	22
Pepper	22
Allspice	22
Cassia lignea	22
Southern fruit	22
Wine	22
Metals—	
Iron	22
Copper	23
Tin	23
Zinc	23
Lead	23
Coals and coke	23
Freights	26
Local requirements, lighting of the river, &c.	30
Custom delays	30
Neue Dampfer Company	30
Rud. Christ. Gribel	31
Hamburg-American Packetfahrt Actien Gesellschaft	31
Ships registered as belonging to the Port of Stettin	31
Number and tonnage of British vessels arriving at Stettin and Swinemünde	31
Number of all vessels with import and export, &c.	31
Number and tonnage of all vessels	31
"Vulkan" Stettin shipbuilding and machinery works	34
Machinery	34
Möller and Holberg shipbuilding and machinery works	34
Nüske and Company shipbuilding wharf	34
Sewing machine factory and iron foundry of B. Stöwer	34
"Stern" Portland cement factory	35
The Stettin Portland cement factory	35
The Stettin-Bredow Portland cement factory	35
Stettin Chamotte factory	36
Roof-felting factory	36
Building report for Stettin	36
Flour mills	36
The Stettin Steam Mills Actien Company	37
Stettin Walz mills	38
A. H. Zander flour and oil mill	39
Oil mill of William Dilger	39
Sugar refinery	39
Chicory	39
Chemical works	40
The "Union" chemical manufacturing company	40
Paper and pulp factories	40
Breweries	40
Ready-made clothing	41

Abstract of Contents—continued.

	Page
Trade of Stralsund—	
Shipping in general	41
Nationality of ships	42
Countries ships sailed from	42
Countries ships cleared for	42
British shipping	43
Ships belonging to Stralsund	43
Freights paid from and to Stralsund	43
Import from the United Kingdom	44
Export to the United Kingdom	44
Importation and exportation in general	45
Grain	45
Prices of grain	45
Coffee	46
Chicory	46
Sugar	46
Rice	46
Petroleum	46
Margarine	47
Coals	47
Industries	47
Pommeranian Iron Foundry and Machine Works, Limited	47
Stralsund Playing Card Factory, Limited	47
Malt factory	47
Breweries	47
Gasworks	47
Sugar factory, Stralsund	48
Sugar factory, Barth	48

Note.—The average rate of exchange has been during the month of—

	M.	pf.
January	20	36
February	20	39
March	20	40
April	20	41
May	20	41
June	20	38
July	20	38
August	20	40
September	20	37
October	20	36
November	20	35
December	20	34

1 English shilling	= 1 mark.
6 „ pence	50 pfennigs.
1 „ ton	1,016 kilos.
1 meter centner	100 „
1 centner	50 „
1 kilo.	2 lbs.

Grain harvests.

Through the greater part of the year 1892 expectations were very depressed in regard to the harvests which had the appearance of being exceptionally bad throughout the Continent of Europe. This expectation was, however, much modified later by the abundant crops in America. And, indeed, wheat, rye, and potatoes surpassed all expectations. The prices consequently fell, so that the average from November, 1891, to December, 1892, was for wheat 85 marks and for rye 113 marks. This unexpected

increase of crops abroad caused several heavy losses to millers and dealers, but agriculturists suffered far less than was expected.

Iron trade. Early in the year (1892) prices were falling for raw material, at times slightly interrupted by strikes in the north of England. The low cost of raw material naturally brought down the sale prices of worked iron.

Ship-owners. Owners of shipping failed to increase their business, which was considerably less than in the preceding year. This, however, does not appear to have caused any general reduction in shipbuilding, for several large vessels fitted with all the modern contrivances were ordered; no doubt more on account of the low prices for construction and coal rather than for the amount of present business.

Cholera. Quarantine precautions against cholera were great obstacles in the way of commerce and shipping, although, no doubt they were considered necessary by the authorities. Still a great want is felt in Germany for a Central Board of Health, with executive powers to bring the various practices at the different places into uniformity.

Import. The import to Stettin by sea for the years 1890–92 amounted to :—

Year.	Quantity.
	Tons.
1890..	1,424,970
1891..	1,408,813
1892..	1,355,937

The total import to Stettin and Swinemünde for the years 1890–92 amounted to :—

Year.	Quantity.
	Tons.
1890..	1,771,650
1891..	1,856,874
1892..	1,762,042

Coal and coke discharged at Swinemünde :—

Year.	Quantity.
	Tons.
1890..	252,956
1891..	359,790
1892..	326,130

The export from Stettin by sea for the years 1890–92 amounted to :— Export.

Year.	Quantity.
	Tons.
1890..	617,967
1891..	567,607
1892..	562,988

RETURN of Shipping at the Port of Swinemünde during the Years 1892–91. Return of shipping.

ENTERED.

	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steam	3,030	1,405,112	3,190	1,441,164
Sailing	1,272	119,306	1,232	139,622
Total	4,302	1,524,418	4,422	1,580,786

CLEARED.

	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steam	3,019	1,399,531	3,200	1,446,452
Sailing	1,152	113,364	1,198	134,253
Total	4,171	1,512,895	4,398	1,580,705

RETURN of Shipping at the Port of Stettin during the Years 1892–91.

ENTERED.

	1892.		1891.	
	Number of Vessels	Tons.	Number of Vessels.	Tons.
Steam	2,578	1,087,896	2,649	1,091,649
Sailing	1,317	118,993	1,288	140,172
Total	3,895	1,206,889	3,937	1,231,821

At the port of Swinemünde 174 of the above were British steamships with a tonnage of 145,163, with crews numbering 3,219 men.

At the port of Stettin 319 of the above were British steamers with a tonnage of 342,997, and 77 were sailing vessels with a tonnage of 10,527, with crews together numbering 6,014 men, giving a total for 1892 amounting to 570 British vessels of 498,687 tons, and crews numbering 9,233 men, against a total of 632 British vessels of 528,623 tons, with crews numbering 10,305 men in 1891.

Grain. The grain import by sea amounted to :—

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Wheat	12,890	41,747
Rye	21,119	88,806
Oats	2,087	25,797
Barley	3,687	9,681
Maize	52,508	8,990
Total	92,291	175 021

The customary supply of rye from Russia which usually finds its way to the interior through this port was, during 1892, very considerably interfered with, owing, not only to the prohibition of export (which was in force more than half the year), but also by the high prices ruling in Russia, enabling rye to be in a few cases exported from here to Russia with profit, but the grain which formerly was forwarded viâ Stettin to the interior had to be purchased from other countries than Russia; and naturally found its way into Germany viâ Hamburg, whereby the Stettin and Pomeranian mills were placed at a disadvantage in regard to the extra freight which had to be paid in receiving grain by rail from the North Sea harbours rather than having it brought to their own doors by sea. Of the import to Stettin by sea in 1892 7,041 tons came from Denmark, and 5,838 tons from France. In part compensation to the small quantity of the principal kinds of grain was the unusually large supply of maize which was partly utilised for distilling and also to supply the deficiency in oats.

The abundant inland crops of grain and potatoes depressed the prices here, in comparison with the market prices abroad.

There remained a stock in hand at the end of the year (1892) of 5,571 tons of wheat and 3,092 tons of rye.

The monthly average prices at Stettin were:—

Month.	Wheat.	Rye.	Barley.	Oats.	Maize.
	M. pf.	M. pf.	Marks.	Marks.	Marks.
January	223 24	227 08	173	162	168
February	...	...	165	156	135
March	...	...	165	150	125
April	205 69	201 03	165	151	121
May	209 42	196 17	163	148	124
June	200 66	188 90	...	148	127
July	189 91	186 26	...	153	122
September	154 65	141 95	145	138	122
October	153 25	137 98	150	142	121
November	143 85	132 22	140	136	121
December	148 36	128 45	138	133	120

The grain export by sea from Stettin amounted to:—

Year.	Wheat.	Rye.	Barley.
	Tons.	Tons.	Tons.
1891	2,595	1,089	3,395
1892	7,117	4,856	5,121

Flour was only imported by sea from the Zollverein ports, viz.: in 1891, 5,718 tons, and in 1892, 14,598 tons. The export by sea from Stettin to foreign countries and to the west of Germany amounted in 1891 to 26,182 tons, and in 1892, 23,172 tons. To the Zollverein ports were exported in 1891, 10,549 tons, and in 1892, 2,593 tons. Prices for wheat flour moved for 00 between 16 marks and 10 marks 50 pf., for rye flour 0/1 between 16 marks 50 pf. and 8 marks 90 pf. per 50 kilos. Flour.

The import of bran by sea amounted to 12,085 tons in 1892, against 39,416 tons in 1891. The export by sea in both the above years was insignificant. Prices receded from 6 marks 50 pf. to 4 marks 50 pf. for rye bran, and from 6 marks 25 pf. to 4 marks 40 pf. for wheat bran per 50 kilos. Bran.

The export of potatoes from this has, for several years, ceased to be of consequence. Potatoes.

Prices for potatoes in Stettin were:—

Month.	Red.	White.	Distilling.
	M. pf.	M. pf.	M. pf.
From January to March	70 00	62 50	42 50
In April	67 50	57 50	..
May	60 00	45 00	..
June	60 00	47 50	..
July	55 00	50 00	..
August	45 00	42 50	..
September	30 00	26 67	..
October	26 67	23 33	22 50
December	28 33	23 33	20 83

The export of spirits by sea from Stettin amounted to 6,829 Spirits.

tons in 1892, against 8,521 tons in 1891. The export to Spain amounting only to 396 tons against 4,410 tons in 1891. This fall off, however, was fully expected on account of the high import duty of 160 pesetas per hectolitre introduced in Spain.

The last shipments of spirits were despatched to Spain at the beginning of January, arriving there before the end of the same month these were received under the old tariff, since which time nothing has been done. The export price of spirits, without barrel, was at the beginning of the year 48 marks 50 pf., on April 1, 41 marks, on October 1, 34 marks, and on December 31, 29 marks 50 pf.; under these depressed conditions consumers purchased only what was absolutely necessary during the greater part of the year, and refused to enter into any business for future dates. Stocks on hand in Stettin distilleries and bonded warehouses at the close of the year amounted to about 20,000 hectolitres.

Sugar.

Business in refined sugar at the commencement of the year showed considerable confidence which, however, was not supported by future events; many purchasers losing severely on account of the fall in prices. The reserve consequently established amongst buyers continued during the summer, and was somewhat increased by the cholera, also by the failure in the fruit harvest. Most refineries in the district had ceased to work early in summer, awaiting the impending changes in the duties to come into force in September, as this would make the delivery of white goods 1 mark 25 pf. per centner cheaper than heretofore, everybody was trying to get rid of their stocks before the arrival of the new sugar. The average prices at the Magdeburg Exchange for raw sugar of the first produce (inclusive of bag from railway station) were as follows:—

Months.	Basis, 92°.				Basis, 88°.			
	M.	pf.	M.	pf.	M.	pf.	M.	pf.
January	19	05 to	19	70	18	00 to	18	90
February	18	90	19	35	18	00	18	45
March	18	20	18	90	17	20	18	00
April	17	80	18	65	16	80	18	00
May	17	50	18	00	16	65	17	00
June	17	90	18	35	16	90	17	50
July	17	20	17	85	16	40	17	00
August	17	50	18	00	16	75	17	10
September	13	65	14	15	12	95	13	45
October	13	80	14	85	13	10	14	25
November	14	35	15	00	13	65	14	50
December	14	35	14	85	13	70	14	20

Oilseed and oilcake.

The import of oil-seed and oil-producing material to Stettin by sea amounted to 20,853 tons in 1892, against 34,908 tons in 1891. Of these, rape-seed and colza 14,745 tons were imported in 1891, and 6,089 tons in 1892; also linseed, 16,422 tons in 1891, and 12,144 tons in 1892. In 1892, however, a considerable

quantity of Indian rape-seed was imported to Stettin viâ Hamburg, so that the total supply of rape-seed and colza may be calculated at 30,000 tons.

Rapeseed and colza.

During the first half of the year (1892) the supply from India covered the wants of the market. The new inland crop was abundant and of good quality. The price of the new inland rape-seed was 220 marks at the commencement, but yielded, on the arrival of larger supplies, to 205 marks, but rose as offers became weaker—towards the end of the year—to 225 marks. Indian rape-seed, during the course of the year, fluctuated between 215 marks and 195 marks transitu duty paid.

Oilcakes.

The import by sea of all sorts of oilcake to Stettin amounted, in 1892, to 15,909 tons against 16,766 tons in 1891, and export by sea amounted to 5,627 tons in 1892 against 6,155 tons in 1891. The greater part of the import consisted of ground-nut cakes from France, but on account of the high prices demanded for the ground-nut cake there was a heavy call for rape-seed cake throughout the year, prices began at 5 marks 90 pf. per 50 kilos. and rose to 6 marks 30 pf.

Seeds. Red clover.

At the beginning of the year (1892) the market was very firm on account of the large purchases France had made from America in view of the pending rise in the taxes. Notices were: in January, 38 marks to 60 marks per 50 kilos.; February–March business was at first dull, but became more lively as the warm weather set in, especially in American red clover, of which large parcels went to Silesia and Moravia, and even in some cases back again to America, also French, Russian, Polish and Hungarian red clover was well placed. Notices were: for American, 55 marks to 60 marks, for European, 55 marks to 66 marks. The new crop was deficient in quantity in America and France; Silesia, Stiria and Italy medium crops, whilst Bohemia, Moravia, Galicia and South Hungary were reported as abundant; also in regard to the inland crops, October found abundant offers in the market. Prices stood at 55 marks to 70 marks. Notices at the end of the year were at 50 marks to 73 marks.

White clover.

White clover cost in January 40 marks to 85 marks, in April 40 marks to 80 marks, in October, in consequence of favourable reports on the harvest, prices were at 50 marks to 80 marks, and at the end of the year 55 marks to 80 marks.

Swedish clover.

Swedish clover stood in April at 65 marks to 85 marks, in October, on account of good harvest, 60 marks to 80 marks, and at the end of the year at 55 marks to 75 marks.

Yellow clover.

Yellow clover in April stood at 15 marks to 30 marks, in October, in consequence of failure of crops in France, at 18 marks to 28 marks, and later at 18 marks to 35 marks.

Timothy.

Timothy seed was abundant at the commencement of the year beginning at 17 marks to 24 marks, in April at 17 marks to 23 marks, in October, in consequence of undervaluation of inland crops and high demands from America, prices were at 18 marks to 27 marks, and later 15 marks to 28 marks.

Rye grass.

Rye grass commenced at 13 marks to 22 marks and ended at 16 marks to 25 marks.

Rapeseed oil.

The export by sea from Stettin amounted in 1892 to 8,296 tons against 7,911 tons in 1891, of the former amount 1,287 tons went direct to the Zollverein ports and 1,991 tons to Holland. The year 1892 commenced in this market with relatively high prices, which, however, were not long maintained on account of reserve on the part of purchasers and the general expectation of a good harvest. Commencing with the price of 59 marks the values fell quickly to 52 marks, but shortly before the April-May delivery the price rose for a few days to 54 marks 50 pf., but continued to fall again, until in the beginning of September the lowest price was attained of 47 marks. The reason of this large depression in prices is to be looked for in the abundant French harvest. Prices rose again, however, gradually during September from 47 marks, in November being 52 marks 50 pf., and then fell again to 50 marks by the end of the year.

The following table gives the estimated import, export and stock on hand of rapeseed for the last four years in met. centners.

	1892.	1891.	1890.	1889.
	Met. cwts.	Met. cwts.	Met. cwts.	Met. cwts.
Stocks on January 1 ..	6,500	5,000	2,000	1,500
Production of the Stettin mills.. ..	77,000	82,000	79,000	85,000
Supply from inland ..	4,800	5,200	6,000	2,000
Total	88,300	92,200	87,000	88,500
Exported to—				
Western Germany, and Berlin	46,000	47,200	48,700	53,000
Foreign countries ..	25,500	28,000	24,000	23,000
Town and province ...	8,800	8,600	7,500	6,000
Sundries and refuse ..	4,000	1,900	1,800	4,500
Total	84,300	85,700	82,000	86,500
Stock on hand ..	4,000	6,500	5,000	2,000

Prices per 100 kilos. (inclusive of barrel and duty paid) on January 1:—

Year.	Price.	
	M.	pf.
1892	50	00
1891	58	50
1890	66	40
1889	60	50

NOTE.—The 10 years' average was 54 m. 90 pf. per 100 kilos.

Import by sea of fat, oils, and grease amounted to 28,214 tons in 1892 against 24,880 tons in 1891. Grease.

The import by sea amounted in 1892 to 13,527 tons against 11,488 tons in 1891. Prices at the beginning of the year were noted for "transitu" at 30 marks to 33 marks 50 pf., in February 30 marks to 34 marks 50 pf., in May 28 marks to 33 marks 25 pf., from July until the end of the year a very nearly uninterrupted and steady increase in prices took place on account of poor offers from America, and the year closed at 39 marks to 52 marks 50 pf. (per 50 kilos.). Lard.

The supply by sea for 1892 amounted to 3,339 tons against 2,986 tons in 1891. The price for English linseed oil at the beginning of the year was at 23 marks 25 pf. per 50 kilos. (duty paid), but came by May to 22 marks, and moved between this price and 22 marks 75 pf. up to the end of the year. Linseed oil.

Import by sea was 2,469 tons in 1892 against 1,623 tons in 1891. Notices were at the commencement of the year 20 marks 50 pf. to 26 marks 50 pf., came down towards the end of July to 19 marks 23 pf., and finished the year at 19 marks 50 pf. to 23 marks 50 pf. (per 50 kilos.). Train oil.

The import of palmnut oil and cocoanut oil by sea amounted in 1892 to 3,667 tons against 3,534 tons in 1891. The notices for palm oil moved (for 50 kilos. duty paid) between 22 marks 50 pf. to 22 marks 75 pf. and 26 marks 50 pf.; for palmnut oil (per 50 kilos. duty paid) between 24 marks 22 pf. and 23 marks. Cocoanut oil, Cochin (per 50 kilos. duty paid) between 33 marks to 34 marks, 27 marks to 28 marks 50 pf. and 28 marks to 29 marks 25 pf., and for Ceylon between 28 marks to 29 marks 50 pf., 25 marks to 26 marks, 26 marks to 27 marks and 25 marks 50 pf. to 26 marks 50 pf. Palm oil, palmnut oil and cocoanut oil.

Supplies by sea amounted to 1,608 tons in 1892 against 1,201 tons in 1891. Notices (per 50 kilos. duty paid) were Russian tallow from 38 marks 50 pf. to 39 marks up to 40 marks 50 pf. to 42 marks. Australian from 29 marks 31 pf. to 28 marks 32 pf. Tallow.

The business in petroleum at Stettin has had a large increase in consequence of the erection of reservoirs and the employment of tank steamers. The import in 1892 amounted to 99,411 tons against 47,785 tons in 1891; of these amounts 96,708 tons in 1892 and 44,574 tons in 1891 were direct from America. During the last 2 years no petroleum has been imported here by sea from Russia. The amount of imports given in barrels would represent for 1892, 546,173 barrels, and 1891, 223,784 barrels; the amount for 1892 was conveyed here in 21 sea-going vessels (of which five were large tank steamers), 349,036 barrels were discharged into the reservoirs of the Deutsch-American Petroleum Gesellschaft, and 197,137 barrels into the reservoirs of the Stettin-American Company. Stettin notices were (per 50 kilos. duty paid) in January 11 marks 20 pf. to 11 marks, remaining at 11 marks until March, then yielded to 10 marks and standing at that figure until the middle of July, then rose to 10 marks 35 pf., Petroleum.

and slowly receded from the end of September back to 10 marks, and in December at 9 marks 80 pf.

Herrings.

The year 1892 shows the largest catch ever known, it will perhaps hardly be placing the figures too high when it is stated that 4,000,000 barrels were the approximate result. Scotland may be placed at 1,000,000 barrels, Norway 1,000,000 barrels, Holland 500,000 barrels, and Sweden at from 1,250,000 barrels to 1,500,000 barrels. The Swedish catch was imported into the market in a fresh condition, and this has not been without its effect in the sales of the salted goods. Of the latter, Stettin received 49 per cent. of the total import to the Zoll districts which is more than in any former year.

	1892.	1891.	1890.	1889.
	Barrels.	Barrels.	Barrels.	Barrels.
Scotch	342,379	324,360	371,560	338,745
Norwegian	157,663	117,513	132,816	164,600
Swedish..	52,398	54,547	49,085	48,974
Dutch	26,964	12,560	6,471	9,447
French	..	..	..	2,210
Bornholm	..	260	84	1,622
Total	579,404	509,240	560,016	565,598

The large number of offers caused curers to lower their prices, and also, owing to the good potato crop, the sale reached the following amounts:—

	1892.	1891.	1890.	1889.
	Barrels.	Barrels.	Barrels.	Barrels.
Scotch	347,594	305,433	396,260	332,809
Norwegian	136,786	117,714	135,846	157,296
Swedish..	52,581	52,210	47,316	47,115
Dutch	19,629	12,733	5,653	10,089
French	..	..	..	2,210
Bornholm	57	221	1,610	643
Total	556,647	488,311	586,685	550,162

Showing an increase on 1891 of 68,000 barrels. The sale would possibly have reached the figures of 1890 had it not been for certain obstacles which did not occur during that year. First may be mentioned the great heat experienced in August and the long-continued low water in the canals and rivers; and secondly, but certainly not less troublesome, were the prohibitions on the transit of goods established by the Austrian and Roumanian Governments on account of the cholera, which remained in force from 6 to 8 weeks. The main consumption is naturally in the last half of the year, and both Scotch and Norwegian herrings experienced an equally good sale, although Scotch were more

particularly exposed to considerable competition by the cheaper Dutch herrings. In the earlier half of the year the sale was dull, owing to the high prices of potatoes and the increased consumption of fresh Swedish herrings.

Old Scotch herrings.

On January 1 the stocks on hand amounted to 19,774 barrels crown and unbranded fulls, and 29,239 barrels of smaller sorts. In the spring came small consignments of 5,876 barrels in total; but by March and during Lent a livelier business had developed, especially in crown fulls, which became scarce, and therefore rose in price. Subsequently, however, the demand became weaker. Crown and unbranded fulls, also crown fulls, were towards the end of April nearly all sold. About 7,000 barrels of unbranded matties and ihlen went over to the new season and found purchasers at very low prices. Crown fulls fetched at the beginning of the year from 35 marks to 36 marks (duty unpaid); later on the price went down to 30 marks. Crown mat fulls fetched at the commencement from 30 marks to 32 marks, but came down by the end of July to 25 marks to 26 marks; at the same time Crown ihlen yielded from 25 marks to 26 marks down to 15 marks to 16 marks (duty unpaid).

Matties.

The first consignments of matties arrived about the end of April, 15,143 barrels being sold. The demand continued lively during the whole season, and the new supplies found purchasers mostly at ship's side. Prices were for good Stornoway cures between 25 marks and 40 marks, and even some lots at 55 marks. Small supplies arrived from Castle Bay, which reached from 95 marks to 110 marks.

New east coast herrings.

The sale of Scotch east coast herrings attained, next to the year 1890, the largest known, namely, 281,175 barrels. At the commencement of the season prices were only medium. In the later part of the year competition with the cheaper Dutch herrings made itself felt.

The prices are shown by the following table:—

	Beginning of July.	Middle of July.	Beginning of August.	Middle of August.	Beginning of September.	Middle of September.	Beginning of October.	Middle of October.	Beginning of November.	Middle of November.	Beginning of December.	End of December.
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
Crown fulls ..	..	..	29½ to 30	27½ to 28	26½ to 27	27	27	30½ to 31	30 to 31	30 to 31	29 to 30	30 to 31
Unbranded fulls	33 to 36	28 to 35	26 31	22 26	22 27	21 to 24	20 to 24	22 27	23 29	23 29	23 28	23 27
Crown mat fulls	..	..	22½	22	20 21	18 20	16½ 19	18½ 21	21 22½	21 22	21 21½	20 21
Unbranded matties	17	15 20½	16 21	12 16	13 16	13 16	12 16	13 17	15 18	16 18	15 17	15 17
Crown ihlen ..	..	..	..	..	15 16	15	14 15½	15 16	16 17	17	16 17	16 17

Old Norwegian fat herrings.

The total sale of old Norwegian fat herrings during the year 1892 amounted to 37,312 barrels, and must be considered as exceedingly small. The stock consisted principally of the smaller sorts—real middle and middle—which, on account of the high prices demanded by the holders, did not obtain much notice. Business in these herrings was not at any time to be called lively, and at the close of the year 4,728 barrels remained on hand unsold. Prices at the beginning of the year were, for Kaufmanns, 33 marks to 36 marks; large middle, 28 marks to 32 marks; real middle, 20 marks to 25 marks; middle, 12 marks to 15 marks; small middle, 8 marks to 10 marks, and by the end of July prices had fallen to—Kaufmanns, 22 marks to 25 marks; large middle, 21 marks to 24 marks; real middle, 13 marks to 15 marks; middle, 8 marks to 9 marks; small middle, 6 marks to 7 marks (duty unpaid).

New fat herrings.

The first supplies of new fat herrings arrived about the beginning of August and attained to good prices, and in consequence of the large takes the quantity in the market was so great that the prices became depressed to a very low point. Favoured by the low cost, as well as by very fine quality, the demand was beyond that of any former year.

Prices as follows:—

	Beginning of August.	Middle of August.	Beginning of September.	Middle of September.	Beginning of October.	Middle of October.	Beginning of November.	Middle of November.	Beginning of December.	End of December.
	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.	Marks.
Kaufmanns..	33 to 35	28	22 to 24	20 to 25	21 to 25	21 to 26	20 to 28	20 to 27	20 to 27	20 to 26
Large middle	31 33	24	19 21	15 20	15 20	15 20	14 20	14 19	14 19	14 19
Real middle	25 28	15	11 13	10 12	10 12	10 13½	10 13	10 13	10 13	10 13
Middle	15 20	10	8 9	7 10	7 8	8½ 9½	8 9	8 9	8 9	8 9

New Sloe herrings were again caught on the south-east coast of Norway in considerable quantities, but found only a limited demand at prices from 15 marks to 19 marks (duty unpaid). New Sloe herrings.

About 41,000 barrels of old and 9,000 barrels of new Swedish herrings were sold during the year. In the spring, at the beginning of Lent, a lively demand ensued, and large sales took place, especially in ihlen, at prices from 5 marks to 10 marks (duty unpaid). Fulls went at from 16 marks to 25 marks in January, gradually falling to 14 marks to 17 marks in April. The general demand for the latter was small, but in September and October a little more life developed at prices from 9 marks to 14 marks (duty unpaid). Larger shipments of the new catch arrived in the latter half of November, when the demand had a good deal slackened, and prices were, for fulls, 17 marks to 19 marks; medium fulls, 14 marks to 16 marks; ihlen, 9 marks to 10 marks (duty unpaid). The stocks amounted at the end of the year to— Swedish herrings.

	Quantity.	
	1892.	1891.
	Barrels.	Barrels.
Scotch herrings	44,092	49,307
Norwegian	49,611	28,734
Swedish	9,244	9,427
Dutch..	9,093	1,758
Bornholm	31	88
Total	112,071	89,314

The import of timber by sea to Stettin amounted, in 1892, to 130,939 tons, against 161,495 tons in 1891. The export by sea from Stettin in 1892 amounted to 56,071 tons, against 56,912 tons in 1891; but it must be remembered that the greater part of the wood ordered by Stettin dealers last year for 1892 and destined for export was sent to Dantzic. The Stettin stocks were overfilled at the commencement of the year, and the cost of transit was too high in regard to the distressed state of the markets in the principal purchasing districts. The sale to England of first-class oak plançons had a commencement before the end of the whole year (1891), and considerable concessions had to be made in order to find a market, as the sale of 1891 was so terribly bad. In the second half of the year (1892) the sale ceased almost entirely, and it was only towards the close of the shipping season that merchants here were able to do more business by making further concessions. The regress in prices during the year amounted to about 5 per cent. Timber.

Prices for second class plançons also remained very low; weak plançons were scarce and were better paid for. Oak stem-ends, especially Belgian, were in great demand, and improved much in price. The business in oak boards with France was almost

entirely at a standstill, as buyers had purchased abundant supplies before the rise in duty came into force. Business in pine shows a slight increase with regard to the preceding year, but still prices could not be said to be satisfactory. The sale abroad remained dull, as the proportionately cheap prices at which pine was offered from Dantzic and Memel had a decided influence on the market here. The demand from England for long, strong beams could not be supplied, as they were not to be had, the bad business done in this article in former years having kept merchants back from new ventures.

The Scotch market was lost for long, strong Mauerlatten, and France had ceased to purchase. The best business in Mauerlatten was done with Belgium.

The inland markets were somewhat livelier, Berlin allowing—especially in the autumn—better prices, the other inland markets following suit.

The limited stock of long weak pine Mauerlatten found a good market at the towns on the Elb, 5-inch and 6-inch gained about 5 per cent.; 7-inch rose up to 11 per cent. The Stettin home market was comparatively healthy, and would have been lucrative if the risk to capital had been less heavy. This was owing to the continued speculation in building that is carried on with great vigour in spite of the fear of over-production.

In consequence of the small stocks on hand of firwood in Riga, England was obliged to fall back on the less approved Galician firs, which were exported from Dantzic and Stettin, but in order to do business in the latter goods it was found necessary to make a reduction in price of about 9 per cent. The inland markets showed less interest in fir, and the reduction was as much as 13½ per cent.

In oak goods the competition of Dantzic resulted in a very little importation to Stettin, the oak producing forests lying much closer to the former city. The stock on hand here at the end of the year was consequently smaller than is usually the case.

The stocks in pine and firs were largely reduced far below the ordinary average.

The export of timber for 1892 is shown by the following table —

Stettin's Timber Exportation in the Year 1892.

Description.	By Sea.						Coastwise.		Inland.		Total Value.
	Great Britain.		France.		Other Countries.		Rhenish Measure.	Value.	Rhenish Measure.	Value.	
	English Measure.	Value.	French Measure.	Value.	Rhenish Measure.	Value.					
	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Cubic Feet.	Marks.	Marks.
Oak planks (plançons, ship, and square timber)... ...	1,299,761	2,353,823	6,688	11,798	128,341	239,111	2,705	3,470	42,794	92,449	2,700,651
	...	...	2,750	6,000	626	1,367	...	...	813	2,353	9,720
Oak planks, ends, and boards	...	...	...	...	...	...	...	...	...	...	1,438
,, staves, by the piece ...	5,000	1,438	...	...	...	...	...	...	...	...	
Fir balks and beams (Mauerlatten)	339,038	263,330	8,200	6,600	215,137	131,483	31,488	28,994	1,217,376	1,111,763	542,170
	...	...	...	...	...	...	...	...	...	...	2,336
Fir sleepers	4,787	2,336	...	...	...	...	...	...	78,080	87,500	87,500
,, boards	...	...	...	...	...	...	...	...	...	...	
Pine balks and beams (Mauerlatten)	65,684	30,373	13,100	7,700	21,406	12,726	18,715	10,103	163,170	96,635	157,537
	582,500	320,000	...	...	...	...	...	...	366,470	245,251	565,251
Sundries...											
Total	...	2,971,300	...	32,098	...	384,687	...	42,567	...	1,635,951	5,066,603
Equivalent in sterling (at 20 m. 30 pf. to the *l.*)	...	146,369*l.* 10*s.*	...	1,581*l.* 4*s.*	...	18,950*l.* 2*s.*	...	2,096*l.* 19*s.*	...	80,588*l.* 15*s.*	249,586*l.* 10*s.*

Coffee and southern fruit.

The import of coffee amounted to—

Year.	Quantity.
	Tons.
1892..	8,260
1891..	5,816
1890..	6,224
1889..	6,153

Of the import in 1892, 4,111 tons arrived from German harbours, 1,398 tons from England, and 967 tons from Holland. Prices during the year were on a slowly increasing scale in which Brazilian goods gained most.

Stettin notices for ½ kilo. (transitu) were:—

	January 2.	April 2.	August 6.	September 10.	September 24.	October 15.	December 26.
	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.	Pfennigs.
Ceylon and Tellicherry ..	104 to 114	105 to 114	106 to 114	106 to 114	106 to 114	108 to 116	108 to 116
Menado and Preanger ..	120 140	122 140	123 140	123 140	125 142	127 144	127 144
Java	95 120	99 120	100 120	100 120	102 122	104 124	104 124
Guatemala	93 103	97 108	93 108	93 108	93 109	95 111	97 111
Campinas	62 82	65 85	66 88	66 88	67 89	69 90	70 91
Rio	60 78	60 78	62 78	70 82	71 83	72 85	70 88

Rice.

The import of rice to Stettin was 14,848 tons in 1892, against 21,651 tons in 1891. Notices during the year did not show many or great changes, prices at the end remaining the same as at the beginning of the year (per 50 kilos. transitu). Cadangh table rice, 28 marks to 30 marks; Java table rice, 19 marks to 20 marks; Japan, 16 marks to 19 marks; Patna table, 16 marks to 18 marks; Rangoon and Moulmain table rice, 15 marks to 17 marks; the latter fell to 11¼ marks to 14 marks, and later to 10½ marks to 14 marks; broken rice from 10¼ marks to 11¼ marks, and 9¾ marks to 11¾ marks.

Spices.
Pepper.

Pepper fell in price until June, and remained until September at the lowest point, but recovered by the end of the year nearly the whole of the season's loss. Singapore and Tellicherry (per 50 kilos. transitu), in January, 38 marks and 40 marks; in June 30 marks 50 pf. and 31 marks 50 pf.; in November, Singapore was noted 36 marks; and in December, 35 marks. White Singapore fell steadily until July from 65 marks (per 50 kilos. transitu) to 53 marks and 50 marks, but regained in October to 58 marks.

Allspice.

Allspice rose during the course of the year until November, from 29 marks to 32 marks (per 50 kilos. transitu) up to 34 marks to 36 marks, and noted at the end of the year at 33 marks to 35 marks.

Cassia lignea.

Cassia lignea was noted throughout the year at 50 marks (per 50 kilos. duty paid).

Southern fruit.

The prices for raisins, currants, almonds (per 50 kilos.) were:—

Articles.	July 1.	October 1.	In December.
	Marks.	Marks.	Marks.
Raisins	17·50 to 25	14 to 20	16 to 21·50
Currants	19·00 23	21 24	24 26·00
Almonds	72 00 90	72 90	76 99·00

Wine.

The import of wine to Stettin during 1892 was 6,041 tons, against 5,822 tons in 1891, and the export amounted to (so far as is ascertainable) to 4,252 tons in 1892, against 5,297 tons in 1891, showing a decrease of 1,045 tons.

French wines which were principally imported viâ Copenhagen by Danish steamers forms the largest portion of the wine imported for the year. The notable increase of 219 tons against the preceding year in the wines received here is attributable to the endeavour on the part of the wine merchants to complete their stocks on hand with the good Bordeaux vintages of 1889, 1890, and 1891.

Metals.
Iron.

The import by sea of raw and manufactured iron goods amounted to 135,744 tons in 1892, against 116,929 tons in 1891.

Of pig iron, 69,285 tons arrived direct from England, and 26,377 tons viâ Belgium. The principal exports from Stettin were: wrought iron, 11,121 tons in 1892, against 5,780 tons in 1891; rough ironware, 2,327 tons in 1892, against 2,769 tons in

1891; iron ore, slacken, iron pyrites imported by sea were 195,957 tons, against 170,501 tons in 1891. The prices for German pig iron per 1,000 kilos., according to the Imperial Statistical Office, were as follows:—

Description.	January.	April.	July.	October.	December.
	M. pf.	M. pf.	M. pf.	M. pf.	Marks.
Breslau works—					
Puddled pig-iron	48 00	47 00	50 50	51 00	49
Foundry „	50 00	49 00	57 50	56 00	53
Dortmund—					
Bessemer pig-iron	58 00	58 00	58 00	58 00	56
Westphalian puddled pig-iron No. 1	51 50	50 50	50 50	50 50	49
Thomas pig-iron	50 00	50 50	49 00	49 00	47
Düsseldorf—					
Best puddle pig-iron	51 50	51 50	51 50	52 00	50
„ foundry „	69 00	65 00	65 00	65 00	63

The notices for German bar iron in Stettin were: January, 16 marks; March, 15 marks; June, 15 marks 50 pf.; September and December, 15 marks. For sheet iron in January, 17 marks to 20 marks, and for the remainder of the year 16 marks to 18 marks per 100 kilos.

Copper. In February, the lowest price, during 1892, for copper was noted, viz.: 43*l.* 7*s.* 6*d.* (per ton). In June, however, in consequence of arrangements between American and European producers to reduce the output, prices rose to 48*l.* Subsequently, in view of the weak demand, the price fell to 46*l.* 17*s.* 6*d.* In Stettin, notices for raw copper in January and March amounted to (per 100 kilos.) 120 marks to 130 marks; in June, 110 marks to 120 marks; in September, 105 marks; and in December 115 marks.

Tin. Tin fetched in the Banca auction (Holland): January, 54½ fl.; May, 58½ fl.; July, 56¾ fl.; September, 55¾ fl.; and November, 56¾ fl.

Zinc. The export of zinc and zinc plates from Stettin in 1892 was 24,381 tons, against 25,629 tons in 1891. Prices were at first steady. In May, London notices were 22*l.* 17*s.* 6*d.* (per ton); later, the price fell to 18*l.* and closed at 18*l.* 10*s.* In Stettin, zinc plates were (per 100 kilos.) at January, 53 marks to 54 marks; March, 52 marks to 53 marks; June, 54 marks to 55 marks; September, 53 marks; and in December, 50 marks.

Lead. The export by sea from Stettin amounted to 5,782 tons, against 7,127 tons in 1891. The price was at the lowest stand at 9*l.* 16*s.* 3*d.* (per ton), but rose toward the end of the year to 10*l.* In Stettin for inland lead (per 100 kilos.), was noted in January, March and June, 28 marks, in September and December, 26 marks. Spanish lead, in January, 35 marks; March and June, 34 marks; September and December, 33 marks.

Coals and coke. The total import by sea to Stettin and Swinemünde amounted to:—

	Quantity.	
	1892.	1891.
	Tons.	Tons.
Swinemünde	326,130	359,790
Stettin	189,433	207,655
Total	515,563	567,445

The prices at the pit's mouth for Silesian coals were, from January until March, 9 marks 20 pf.; from April to July, 8 marks 90 pf.; in August, 8 marks 80 pf.; from September to November, 9 marks 20 pf.; and in December, 9 marks 7 pf. (per 1,000 kilos.).

Stettin prices were (per 3,000 kilos. of English coals and per 50 kilos. Silesian):—

	January.		February.		March.		April.		May.		June.	
	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.
Large Scotch	56 00	to 57 00	50 00	to 55 00	51 00	to 52 00	46 00	to 48 00	44 00	to 46 00	44 00	..
Steam small	34 00	..	29 00	32 00	30 00	32 00	30 00	..	29 00	30 00	29 00	..
Coke	37 00	39 00	36 00	39 00	30 00	38 00	30 00	38 00	29 00	38 00	29 00	to 37 00
Silesian coals	0 91	0 94	0 89	0 94	0 82	0 95	0 80	0 82	0 79	0 83	0 77	0 82
Brown coals	0 73	0 74	0 70	0 73	0 56	0 58	0 50	0 56	0 46	0 56	0 48	0 55

	July.		August.		September.		October.		November.		December.	
	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.	M. pf.
Large Scotch	45 00	..	29 00	to 32 00	50 00	to 52 00	51 00	to 52 00	51 00	to 54 00	53 00	to 54 00
Steam small	28 00	..	29 00	36 00	31 00	32 00	31 00	32 00	31 00	33 00	32 00	33 00
Coke	29 00	to 34 00	..	..	32 00	39 00	..	..	38 00	..	..	..
Silesian coals	0 76	0 83	0 79	0 93	0 86	0 90	0 88	0 94	0 92	0 94	0 93	0 94
Brown coals	0 48	0 54	0 52	0 75	0 53	0 62	0 63	0 80	..	..	..	..

Freights.

The year 1892 again shows a decrease in the trade by sea at this port as compared with the former year, both as regards the number of vessels as well as the total tonnage, the latter showing the considerable decrease of 24,905 tons register. This loss must be accounted for principally by the absence of the grain imports from Russia, also the cholera, which, although attacking Stettin but slightly, had an unfavourable influence on the trade by sea, mainly in consequence of the quarantine regulations.

Freights for steamers were (April inclusive):—

Ports.	Articles.		Currency.	Sterling.
			M. pf. M. pf.	s. d. s. d.
London	Zinc	Per ton		7 6 to 6 0
	Sugar	,,		9 6 8 0
Hull	Zinc	,,		7 0 6 0
	Sugar	,,		9 0 8 0
	Oak plançons	Per load		11 0 ...
Leith	Sugar	Per ton		10 0 8 0
Firth of Forth	Pit props	Per load		8 6 ...
Greenock	Sugar	Per ton		9 0 8 0
Liverpool	,,	,,		9 0 8 0
Cardiff	Oak plançons	Per load		10 0 ...
Amsterdam	Sugar	Per 1,000 kilos.	7 75 to 7 00	...
	Flour	,,	7 75 7 50	...
Rotterdam	Sugar	,,	7 00 6 00	...
	Flour	,,	7 00 ...	...
Riga	Clay	Per centner	0 20 ...	...
Genoa	Sugar	Per ton	...	12 0 to 11 0

The freights were (including August):—

Ports.	Articles.		Currency.	Sterling.
			M. pf. M. pf.	s. d. s. d.
London	Sugar	Per ton		7 0 to 7 6
	Zinc	,,		6 0 6 6
Hull	Sugar	,,		7 0 ...
	Zinc	,,		6 0 ...
Leith	Sugar	,,		7 6 7 0
	Wheat	Per quarter		1 3 ...
South Alloa	Pit props	Per load		8 6 ...
East coast of England	,,	,,		
Greenock	Sugar	Per ton		7 9 8 0
Liverpool	Zinc	,,		7 6 8 0
	Sugar	,,		8 6 ...
Cardiff	Oak plançons	,,		10 0 ...
	Fir timber	,,		6 0 ...
Amsterdam	Sugar	Per 1,000 kilos.	6 50 to 7 00	...
	Flour	,,	6 50 8 00	...
	Malt	,,	7 00 ...	...
Rotterdam	Sugar	,,	6 00 6 50	...
	Flour	,,	6 00 7 00	...
Landscrona	Sugar	Per ton	4 50 ...	...
Stockholm	Flour	Per 50 kilos.	0 30 0 25	...
	Malt	,,	0 20 0 25	...
	Sugar	,,	0 25 ...	...
Riga	Clay	Per ton	4 50 ...	...
Dunkirk	Molasses	Per 2,000 kilos.	15½ fr.	...
Lisbon	Chamotteware	Per ton	...	16 0 ...
Genoa	Sugar	,,	...	11 6 ...
New York	Zinc	,,	...	8 0 8 6
	Cement	,,	...	8 6 7 6
	Sugar	,,	...	8 6 ...
	Rags	,,	...	12 6 14 0
	Farina	,,	...	13 0 ...

From September to the end of the year:—

Ports.	Articles.		Currency.	Sterling.
			M. pf. M. pf.	s. d. s. d.
London	Sugar	Per ton... ...	...	7 6 to 9 0
	Zinc	,, ...	...	6 6 7 0
Hull	Sugar	,, ...	...	7 6 9 0
	Zinc	,, ...	...	6 0 7 0
	Grain	Per quarter ...	...	1 3 1 6
Sunderland ...	Pit props	Per load ...	...	9 6 ...
Leith	Sugar	Per ton... ...	...	9 0 8 0
	Zinc	,, ...	...	8 0 ...
	Grain	Per quarter ...	...	1 3 1 4½
Firth of Forth ...	Pit props	Per load ...	...	9 6 11 0
Greenock	Sugar	Per ton... ...	...	8 0 8 6
Liverpool	,, ...	,, ...	...	8 6 8 0
	Zinc	,, ...	...	8 0 ...
	Flour...	,, ...	...	8 0 ...
Amsterdam ...	Sugar	Per 1,000 kilos.	7 00 to 7 50	...
	Flour...	,,	8 00 7 50	...
Rotterdam ...	Sugar	,,	7 00 ...	...
	Flour...	,,	7 00 ...	...
	Wheat	,,	6 00 ...	...
Stockholm ...	Flour...	Per 50 kilos. ...	0 25 0 40	...
	Sugar in barrels	Per 1,000 kilos.	12 00 ...	...
Gefle	Flour...	Per centner ...	0 30 0 50	...
	Sugar	,, ...	0 70 0 80	...
Dunkirk	Molasses	Per 2,000 kilos.	16 fr. to 16½ fr.	...
	Zinc	Per ton... ...	...	7 0 ...
Bordeaux	Molasses	Per 2,000 kilos.	23 fr.	...
Genoa	Sugar	Per ton... ...	...	11 0 ...
New York	Zinc	,, ...	...	9 0 ...
	Sugar	,, ...	...	8 0 ...
	Cement	,, ...	...	9 6 9 0
	Cellulose	,, ...	...	14 0 ...
	Farina	,, ...	...	13 0 ...

Steamship communication.

The regular steamers running between Stettin and London, Hull, Leith, Amsterdam, Rotterdam and the Rhine obtained fairly abundant cargoes at the fore mentioned low rates, with the exception of in the hottest part of the summer, during which time the water in the River Oder was low and the arrivals in Stettin less.

A slight increase in rates of freight took place in autumn for coals, pig iron and slacken. During the latter part of the year, a number of steamers from Norwegian and Swedish ports arrived in Stettin with cargoes of wood destined for inland manufactories, principally the Cellulose and Paper Factories of Silesia.

The export of rags to England and America ceased during the latter months of the year on account of the cholera.

The freights for sailing ships were in spring (April inclusive):—

Ports.	Oak Plançons, per Load.	Fir Timber, per Load.	Pit Props, per Load.
	s. d. to *s. d.*	*s. d.* to *s. d.*	*s. d.*
Wisbeach	12 0 to 12 9	9 6 to 10 0	..
London	11 3 ..	8 3 ..	..
Kings Lynn	11 0 11 6	8 6 9 6	..
Grimsby..	10 3 10 0	7 6 ..	..
Hull	11 0 ..	..	..
Hartlepool	9 6 10 0	..	..
Sunderland	9 6 10 0	..	..
River Tyne	.. ..	7 3 ..	..
Grangemouth	..	7 3 ..	..
Firth-of-Forth	..	..	8 0
Methil	.. ..	7 3 ..	..
Newport..	12 9 ..	..	..
Cardiff	12 9 ..	9 0 ..	..
Bristol	13 6 14 6	10 6 11 0	..
Löwen	..	12 0 ..	..
Ostende	..	8 6 ..	..
Delfzyl	14 Dutch fl. per 80 cubic feet.		
Dieppe	Fir (Mauerlatten) and oak boards, 20		fr. and 15% per last.

And for the undermentioned articles as follows:—

Ports.	Articles.		Currency.	
			Pfennigs.	
Dunkirk	Molasses	Per 2,000 kilos.	...	17½ fr.
Christiania ...	Cement	Per ton... ...	90	...
Copenhagen ...	Chamotteware	Per centner ...	22½	...
	Cement	Per ton... ...	75	...
	Gypsum stone	Per centner ...	20	...
Ystad	Chamotteware	Per 50 kilos. ...	27½	...
	Oil-cake	,, ...	22½	...
Landscrona ...	,, ...	,, ...	22½	...
Stockholm ...	Chamotteware	,, ...	30	...
Nykjöbing ...	Manure salt	,, ...	25	...
St. Petersburg ...	Chamotte stones	,, ...	...	50 copecks
Borga	Loaf sugar	,, ...	50	...

Freights during the summer (including August):—

	Oak Plançons, per Load.	Fir Timber, per Load.	Pit Props, per Load.
	s. d. to *s. d.*	*s. d.*	*s. d.*
London	11 6 ..	..	..
Grimsby..	8 6 ..	..	..
Hull	11 3 to 9 6	..	..
Hartlepool	8 0 8 9	..	..
Sunderland	7 9 8 9	..	..
Belfast	..	10 0	..
Cardiff	11 6 13 0	..	..
Newport	11 6 ..	..	..
Plymouth	11 9 11 6	8 6	..
Löwen	..	10 3	..
Antwerp..	12 0 ..	8 0	..

And for the undermentioned articles as follows :—

Ports.	Articles.		Currency.	
			M. pf. M. pf.	
Copenhagen ...	Chamotteware	Per 50 kilos. ...	0 30 ...	...
Aalborg-Randers	Sugar	,, ...	0 25 ...	...
	Flour...	,, ...	0 25 ...	...
Christiania ...	Chamotteware	,, ...	0 40 to 0 32½	...
Skien	Cement	Per ton... ...	0 80 ...	...
Sörnaes	Glass sand	Per 50 kilos. ...	0 18 ...	...
Söderhamn ...	Manure salt	,, ...	0 22½ ...	...
Malmö	Chamotteware	,, ...	0 35 ...	...
Kalmar	Oil-cakes	,, ...	0 30 ...	...
	Chamotteware	,, ...	0 25 ...	...
	Soda	,, ...	0 20 ...	...
	Glass sand	,, ...	0 13 ...	...
Stockholm ...	Manure salt	,, ...	0 20 ...	...
	Chamotteware	,, ...	0 30 ...	...
	Oil-cakes	,, ...	0 35 ...	...
St. Petersburg ...	Clay	Per 1,000 kilos.	4 75 4 50	...
Tréport	Molasses	Per 2,000 kilos.	...	17 fr.
Bordeaux	,, ...	,,	...	22 fr.

From September to the end of the year timber freights were :—

Ports.	Oak Plançons, per Load.	Fir Timber, per Load.	Pit Props, per Load.
	s. d. *s. d.*	*s. d.* *s. d.*	*s. d.*
London	12 0 ..	.. ..	..
Kings Lynn	12 0 ..	10 0 ..	..
Grimsby..	11 0 ..	..	..
Hull	12 0 ..	..	..
Sunderland	9 6 to 11 0	..	..
River Tyne	..	7 6 ..	..
Cardiff	12 6 ..	..	..
Newport..	.. ..	9 6 ..	..
Bristol	15 0 ..	11 9 ..	..
Plymouth	11 0 12 0	9 0 9 3	..

And for the undermentioned articles as follows :—

Ports.	Articles.		Currency.
			Pfenniga.
Aarhuus	Soda	Per 50 kilos. ..	35
	Flour..	,, ..	40
Copenhagen	Soda	,, ..	25
	Iron	,, ..	27½
Bergen	Chamotteware ..	,, ..	50
Halmstad	Oil-cakes	,, ..	35
Helsingborg	Manure salt	,, ..	20
Malmö	Salt	,, ..	25
Ystad..	Potatoes	,, ..	30
	Salt	,, ..	25
	Oil-cakes	,, ..	30
Carlscrona	Potatoes	,, ..	30
Stockholm	Oil-cakes	,, ..	35
Uleaborg .. }	Loaf sugar	,, ..	80
Tornea .. }			
Bjorneborg	,, ...	,, ..	55
Riga	Clay	,, ..	20
Dunkirk	Molasses	Per 2,000 kilos.	18 fr.
Bordeaux	,, ...	,, ,,	22 ,,

Local requirements: Lighting of the river, &c.

Although the Imperial Government has in a degree complied with the applications made by the shipowners and others interested in the river navigation between the ports of Stettin and Swinemünde by erecting some fresh lights on the river, it is still very necessary that further improvements should be made in this direction, so that it will be possible for steamers to enter during the darkest nights. With the newly-erected lights, steamers coming through by night can only reach their destined port of Stettin (or, vice versa, Swinemünde), if they are able to pass the buoys and beacons in the Papenwasser by daylight. It is urgently needed that the Papenwasser, if not entirely lighted with light-buoys, should at least be supplied with leading light-buoys.

Customs delays.

One of the greatest requirements in order to place the harbour of Stettin on an equal footing for competition with, say, the ports of Lübeck, Kiel, Swinemünde, &c., is the increase of the loading and discharging hours now permitted by the customs authorities—that is to say, from 9 hours (present time) to 12 hours. This increase of time might, according to good authorities, be easily and more cheaply attained by increasing the number of customs officers than by increasing the number of wharfs for loading and discharging, as an increase of three working hours would, according to the authority of experienced stevedores, enable the regular liners, such as the Hull boats, to be despatched in three days, and in the case of other boats would enable them to leave the berths with such despatch that a number of berths would always be free for new arrivals and the great present delay avoided.

Neue Dampfer Company.

The year 1892 was an exceedingly unfavourable one for shipowners, and the directors of the Neue Dampfer Company report that the result of the year's trading is far from satisfactory.

In the first half of the year they had to suffer from the falling away of the Russian grain supplies and the strikes in the Durham coal industry, also the quarantine regulations were very great drawbacks to rapid business. Later on, however, business assumed a more lively appearance, but even then great inconvenience was experienced through the low water in the river, and finally the season closed early. Throughout the year they report that they had to contend with one difficulty or another. As soon as one was overcome another unforeseen embarrassment would spring up.

In January freights were so low that the ships could only be worked at a loss. They were, therefore, obliged to lay up their smaller steamers trading in the Baltic, and also the larger boats trading in the North Sea; only the trade between Stettin and London was carried on with three steamers during the winter.

The smaller boats of the company were only able to commence running very late, owing to the Baltic ports being closed for so long with ice.

Trade opened with the following ports on the dates below:—

Port.	Date.
Dantzic	March 24
Königsberg..	March 29
Stockholm	April 9
St. Petersburg	May 7

And from Lübeck to Königsberg on March 30.

The total weight of cargo carried by the Neue Dampfer Company during the year 1892 amounted to 306,570 tons, against 383,559 tons in 1891. The above company ordered a new steel steamer of about 2,300 tons burden (inclusive of bunkers) to be built by the Stettin Maschinenbau Actien Gesellschaft "Vulcan," to be delivered in April, 1893. The company paid no dividend for 1892.

Rud. Christ. Gribel.

Mr. Rud. Christ. Gribel, who is mainly interested in the development of the regular lines of steamers between Stettin and Antwerp, Rotterdam, Bremen, Hamburg, Kiel, Flensburg, Copenhagen, Rügenwalde, Colberg, Stolpmünde, Dantzic, Elbing, Königsberg, Riga, and Helsingfors reports that the 16 steamers belonging to himself, together with 15 other Stettin boats running to the above-mentioned ports, have during the year 1892 had poor results.

He also reports that he has increased his fleet by one steamer of 1,200 tons dead weight, which was built at the "Neptune" Works at Rostock, and has proved satisfactory. The trade at Stettin, Mr. Gribel states, is injured by the narrowness of the bridges and the want of discharging berths even for the smaller boats.

Wages paid in Stettin for ships' labourers (lumpers) amounted to an average of 40 pf. per hour, or about 4 marks (3*s*. 11*d*.) per day. Sailors' wages remain unchanged at 45 marks (2*l*. 4*s*. 4*d*.) per month. Victualling money for each man amounted to 1 mark 20 pf. (1*s*. 2*d*.) per day.

The insurance premium for the east and northern trips was at 6½ per cent. per annum, for the eastern trip alone 5½ per cent. per annum, and in some cases 5 per cent. per annum. Coals were about 1 mark less per ton than in the former year.

Hamburg-American Packetfahrt Actien-Gesellschaft

This company in 1892 despatched 16 steamers with general cargo and passengers, and three steamers with cargo only from Stettin to New York. 19 steamers arrived at this port with cargo from New York. From Stettin 3,429 passengers left by the company's boats for New York.

With regard to goods for America, the action of the McKinley tariff was experienced in the frequent want of cargoes by which freights had to suffer, and was felt most particularly in the autumn months, aided as it was by the severe quarantine measures put into force by the United States authorities; indeed, at times the passenger trade was completely stopped, as well as several articles of export being prohibited.

The regular fortnight despatch of steamers is to be continued

during 1893, but in some months steamers will be run every week between Stettin and New York.

Annex A.—TABLE showing the Number of Vessels Registered as belonging to Stettin during the Years* 1888–92.

Year.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1888	64	25,200	36	11,641	110	36,841
1889	71	29,007	30	10,078	101	39,085
1890	76	32,071	32	11,719	108	43,790
1891	76	32,033	24	7,435	110	39,468
1892	78	33,002	18	5,629	96	38,631

* For former years see Report No. 603 for the year 1888.

Annex B.—TABLE showing the Number, Tonnage, and Crews of British Vessels Arrived at Stettin and Swinemünde during the Years 1888–92.

STETTIN.

Year.	Steam.			Sailing.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1888	368	337,109	6,012	106	17,163	630
1889	393	367,192	6,626	103	13,937	596
1890	361	362,804	6,317	107	16,629	633
1891	345	347,617	5,974	80	12,661	465
1892	319	342,997	5,571	77	10,527	443

SWINEMÜNDE.

Year.	Steam.			Sailing.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1888	206	157,892	3,544	...	...	...
1889	209	164,388	3,678	...	...	...
1890	161	124,922	2,992	...	...	...
1891	206	168,201	3,861	1	144	5
1892	174	145,163	3,219	...	...	...

Annex C.—TABLE showing the Number of all Vessels which Entered and Cleared at the Ports of Stettin and Swinemünde from and to Great Britain, with the Imports and Exports from and to Great Britain, during the Years 1888–92.

Year.	Number of Vessels.		Imports.	Exports.	Remarks.
	Entered.	Cleared.			
1888	927	389	438,603	157,045	
1889	1,027	452	496,376	147,736	
1890	929	499	446,645	202,050	
1891	932	351	446,430	157,128	
1892	867	443	402,005	148,203	Cholera.

Annex D.—Table showing the Number and Tonnage of all Vessels (including Coasting) which have Entered and Cleared the Port of Stettin during the Years 1888–92.

ENTERED.

Year.	Steam.		Sailing.		Total.		Decimal Average of Tonnage.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Steam.	Sailing.
1888	2,215	897,771	1,428	170,976	3,643	1,068,747	84·00	16·00
1889	2,636	1,030,682	1,460	168,573	4,096	1,199,255	85·94	14·06
1890	2,804	1,150,122	1,542	156,487	4,346	1,306,609	88·02	11·98
1891	2,649	1,091,649	1,288	140,172	3,937	1,231,821	88·62	11·38
1892	2,578	1,087,896	1,317	118,994	3,895	1,206,890	90·14	9·86

CLEARED.

Year.	Steam.		Sailing.		Total.		Decimal Average of Tonnage.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Steam.	Sailing.
1888	2,214	897,566	1,460	169,817	3,674	1,067,383	84·09	15·91
1889	2,630	1,028,708	1,439	163,797	4,069	1,192,505	86·26	13·74
1890	2,798	1,147,552	1,580	164,375	4,378	1,311,927	87·47	12·53
1891	2,652	1,093,008	1,283	135,922	3,935	1,228,930	88·94	11·06
1892	2,571	1,084,156	1,309	117,070	3,880	1,201,226	90·25	9·75

Vulkan Stettin shipbuilding and machinery works.

This building yard has delivered during 1892 two small steamers together of 320 indicated horse-power.

The men-of-war "Brandenburg" and "Weissenburg" each of 8,000 indicated horse-power, the Aviso "Hohenzollern" of 9,000 indicated horse-power and "Comet" of 4,000 indicated horse-power remain for completion, also 1 freight steamer of 4,650 gross register tons and 2,000 indicated horse-power for the Austrian Lloyd, 1 freight steamer of 1,800 register tons and 670 indicated horse-power for the Stettin Neue Dampfer Company; 1 tank steamer of 3,500 gross register tons and 1,850 indicated horse-power for the German-American Petroleum Company in Bremen, and a river steamer for Lemberg.

Machinery.

The works delivered engines and boilers for 2 stationary steam engines; 2 large ships' boilers, 12 boilers for stationary steam engines and locomotives; 61 locomotives were delivered. Awaiting completion are 54 locomotives, 3 large steam engines, and sundry large and small boilers and machinery. The value of the deliveries during 1892 amounts to 12,596,243 marks (at 20 marks 30 pf. = 620,504*l.* 12*s.*). The greatest number of labourers employed during the year were 3,562, and the lowest number 3,047 men. Wages paid amounted to 3,244,154 marks (at 20 marks 30 pf. = 154,884*l.* 9*s.*). The Company declared a dividend of 9 per cent.

Möller and Holberg shipbuilding and machinery works.

These works delivered 10 screw steamers together of 833 gross register tons and 1,521 indicated horse-power. Two floating docks with engines of 150 indicated horse-power each, a tank lighter of 989 gross register tons, and 6 tug lighters together of 1,519 gross register tons. There remained in course of construction, 1 steel sailing ship of 1,750 tons for a Hamburg firm, 1 barque of 775 tons for a Rostock firm, 2 screw steamers of 875 tons each and 650 indicated horse-power for the North German Lloyds, 1 screw steamer of 510 tons and 300 indicated horse-power for Altona, and 5 river steamers together of 360 tons and 460 horse-power. The Company paid no dividend in 1892.

Nüske and Co.'s shipbuilding wharf.

Messrs. Nüske and Co. delivered in 1892, 5 different vessels together of 246 gross register tons, and at the end of the year there remained in construction 2 screw steamers together of 850 gross register tons and of 425 horse-power.

Sewing machine factory and iron foundry of B. Stöwer.

This factory is chiefly concerned in the manufacture of sewing machines. The sale of these articles was, in spite of the new Swedish duties introduced in the middle of the year (1892), fairly good; the loss in prices was completely counterbalanced by the increased sale of machines which the firm are continually improving by new inventions and systems, so that the year could not be called an unfavourable one. The factory exported more than two-thirds of their whole production to all parts of Europe and also to the Transatlantic countries.

The ironfoundry produced not only the work for use in the firm's own factory, but also received orders for all sorts of castings. At the end of 1892 the firm commenced producing

malleable iron and steel castings, also opened a cycle factory. The factory receives half of the pig iron used from England, and the other half is German iron.

Wages paid to labourers are about the same as last year (1891), but owing to the increase in the delicate machinery and the necessity for the employment of experts, the average of the total amount has somewhat risen, but it may generally be stated a good workman may earn 3 marks 60 pf. daily for 10 hours' work; 474 persons were employed during the year.

Stern Portland cement factory. Toepffer, Grawitz and Co.

The report from this factory states, that at the beginning of the year business was very dull, but became better in the third quarter, so that the sale may be stated to have been fairly good. Prices both for inland as well as abroad were continually on the decrease. The Stettin market was much depressed by cheaper offers from Silesia.

The export to Russia has become very much more difficult lately owing to the heavy duties; it is therefore of the utmost importance for the cement industry that a Russian Commercial Treaty should be ratified and the Russian market reopened.

A steam engine of 500 indicated horse-power has been erected and is now working with furnaces fitted to consume just half the amount of coal formerly used.

The Stettin Portland cement factory.

The Stettin Portland Cement Factory report that their cement was subjected to very heavy competition with foreign cements during 1892 and to a consequent fall in prices, but owing to obtaining a large field for their goods and by economy in management, their position at the end of the year was not altogether unsatisfactory. Although prices were reduced to the lowest level which left but little if any room for profits in many factories, the proposal to form a syndicate to uphold prices was without success. No changes have been made in respect to the duties charged on cement in Sweden, Russia, Austria and Hungary. It is not at all necessary that a protective duty, which at present does not exist, should be placed on foreign cement in Germany, but they hope that the duties abroad may receive attention in the new commercial treaties with a view to their reduction. They employed 600 labourers and paid an average of 2 marks 75 pf., declaring a dividend of 20 per cent.

The Stettin Bredow Portland cement factory

With regard to their business for 1892 this company report that they found sufficient markets for their cement, but had to suffer with all others from the heavy fall in prices, and if this continues they are of the opinion that there will be little profit remaining to the shareholders of many cement factories.

Their brick kilns were during 1892 fully employed, and found plenty of purchasers at similar prices to former years. The works produced in 1892 109,202 barrels of Portland cement and 5,332,450 bricks. They employed daily 290 labourers, including women and children, and paid 204,346 marks 27 pf. (at 20 marks 30 pf. to 1*l.* equals 10,066*l.*). The company declared a dividend of 2 per cent.

Stettin

This company report that the net profit from their various

Chamotte factory, formerly Didier.

factories at Stettin, Bodenbach, Niederlahnstein, and gasworks at Lobositz, Delitzsch, and Niederingelheim amounted to 740,000 marks (at 20 marks 30 pf. to 1*l.* equals 36,453*l.* 5*s.*), and declared a dividend of 15 per cent. The output consisted of 8,122 earthenware retorts, 9,279 tons of ornamental bricks, 4,554,000 various sorts of building material, 2,773 tons of Chamotte mortar. The weight of raw material worked up amounted to 37,284 tons; 16,000 tons of coal and coke were used, and the number of labourers employed was 510.

Roof-felting factory of L. Haurwitz and Co.

This company report that the year 1892 was not a very satisfactory one for the roof-felting industry, although the continual building of houses in Stettin caused a lively demand, but in the country generally the requirements have been small, affected by the bad crops of 1891.

Their efforts to increase the export to England have been attended with a slight improvement, but the use of roof-felting there is far from universal. The market in Sweden is limited to small orders owing to the import duty. To Denmark and Russia their export has entirely ceased, the import duty being prohibitive. It is to be hoped that the pending negotiations with Russia may prove successful in reducing the duties, and give facilities for a return to the former condition of trade.

They report that their "wood-cement" (holz-cement) roofs for tropical climates have proved extremely successful, showing a great superiority over other roofing material for maintaining a cool atmosphere in the interior of buildings and a greater resistance to climatic influences. This has been proved, they state, by the Government buildings in the Cameroons, which have been fitted with their new "wood-cement" roofs.

The raw products used in this factory were cheaper than last year (1891), especially tar. Large factories for the production of coal tar, without any intermediate powers of gas-making, have been erected in Silesia, from whence the tar is forwarded by rail in tank-trucks instead of barrels, as was formerly the method, in consequence of which England and the North German gasworks had to reduce their prices.

Building report for Stettin.

From information supplied by the police, 100 licences have been granted from April 1, 1892, to the end of March, 1893, for the building of dwelling-houses in Stettin. As each house contains, on an average, eight separate flats, and many contain twelve flats, the number of residences may be said to have increased by at least 1,000 dwellings. Such a large number of licences have never before been issued in Stettin, and there can be no doubt that the population of this city is increasing in proportion. One reason of this is probably the nearness of Stettin to Berlin, and also to the Baltic bathing places, which makes it convenient as a place of residence to many who have occasional business to transact in Berlin and yet prefer to live near the sea and in the country.

Flour mills. The Stettin Steam Mills

The Stettin Steam Flour Mill Company report that the year 1892 has been a most unsatisfactory one for their business. For

25 years they have been employed in working up Russian rye, and this year it has been absolutely withdrawn from their mills. Their chief support being unobtainable, business was limited and irregular, and expenses ranged considerably higher. They report that their rye mills suffered considerably through the competition of mixed flour, or so-called bread flour, which is 3 marks to 4 marks cheaper than our pure rye flour. Not less unfortunate was their business in wheat flour, as the inland wheat remained always too dear for delivery at prices demanded by customers. This will be seen clearer when it is stated that during the whole summer season wheat was always 20 marks dearer in Stettin than in Berlin. Actien Company.

The want of rye in the latter months of the year, when they could have found profitable markets, prevented business being done. As the geographical position of Stettin is against it, when the Baltic Russian ports are unable to export rye (which is always more expensive than the rye from the south on the Black Sea) it can easily be understood that Hamburg and Berlin stand in a much better position for Black Sea grain than Stettin.

Amounts ground at these mills were:—

Articles.	1892.	1891.	1890.	1889.
	Tons.	Tons.	Tons.	Tons.
Wheat	7,916	28,871	30,235	43,957
Rye	9,254			
Total	17,170	..	..	..

The prices of our fabricates moved for :—

Articles.	From—	To—
	M. pf.	M. pf.
Wheat flour, 00	16 00	10 50
Rye flour, 0/1	16 50	8 90
Rye bran	6 50	4 50
Wheat bran	6 25	4 40

Exports were:—

Flour.

	By Sea.	By River.	By Train.	Total.
	Centners.	Centners.	Centners.	Centners.
Abroad	72,485	..	..	72,485
Inland	50,800	56,560	5,510	112,870
Grand total			.. ..	185,355

BRAN.

	By Sea.	By River.	By Train.	Total.
	Centners.	Centners.	Centners.	Centners.
Inland	..	40,755	29,457	70,212

The total exports were :—

Year.	Quantity.
	Centners.
1892..	255,567
1891..	545,614
1890..	509,222
1889..	784,700

Stettin Walz mill.

This company report that the heavy fall in price up to the summer months made the sale of flour difficult; indeed, sales ceased altogether at times, and the company were often obliged to limit their employment, but from the month of August they were pretty fully employed, owing to the low price of wheat and the extreme dryness of the rivers, which prevented many of the water mills from working. There also appeared a stronger demand for flour from abroad, and as they had purchased in spring considerable quantities of rye from France they were enabled to meet the demands from Sweden and Finland at a cheap rate.

The sale of bran remained up to autumn very good, but in the latter months of the year the demand ceased almost entirely. Stocks on hand increased.

The company's mill ground :—

Articles.	Quantity.
	Tons.
Rye	18,295
Wheat	6,779
Total	25,074
„ in 1891	27,382

Exported were :—

Articles.	By Sea.	By River.	By Land.	Total.
	Centners.	Centners.	Centners.	Centners.
Flour	234,870	47,753	64,538	347,161
Bran	15,233	40,482	77,668	133,383

This company declared a dividend of 15 per cent.

The flour-mill remained closed for the greater part of the year on account of insufficient employment and poor markets. The mill ground 3,300 tons of grain, and paid 80,564 marks (at 20 marks 30 pf. to the 1*l.*, equals 3,968*l.* 14*s.*) for labour. A. H. Zander's flour and oil mill.

The oil mill, however, with exceptions of May and June, remained at work for the whole year. The large supplies from India during the first half of the year, together with the abundant inland crops, gave sufficient material to employ the mills. The Indian crop, as well as the inland seed, appeared to be good in quality and condition, yet the yield of oil was not as large as was expected.

The demand for oil was during the whole year unsatisfactory and the markets dull; in consequence the mills accumulated large stocks on hand.

The oil-mill worked up 11,700 tons oilseed, and paid 15,458 marks (at 20 marks 30 pf. to the 1*l.*, equals 761*l.* 10*s.*).

This mill worked up 13,000 tons of colza and rapeseed in 1892 (against 13,700 tons in 1891), producing 4,600 tons of oil and 8,000 tons of oilcake. Oil mill of Wm. Dilger.

The Pomeranian Provincial Sugar Refinery Works used up the following amounts:— Sugar refinery.

Year.	Quantity.
	Centners.
1892..	654,624
1891..	621,450
1890..	632,000

and sold of their output the following:—

Year.	Quantity.
	Centners.
1892..	665,189
1891..	609,700
1890..	619,000

The factory employed an average of 411 male and 120 female labourers, together 531, against 500 in 1891, and paid 514,486 marks (at 20 marks 30 pf. to the 1*l.*, equals 25,344*l.* 3*s.*), against 483,334 marks 34 pf. (23,809*l.* 12*s.*) in 1891, and paid a dividend of 7½ per cent., against 13⅓ per cent. in the former year.

Mr. J. G. Weiss reports that the chicory root crop of 1892 was again insufficient in quantity, partly through bad crops, and partly through the small quantity cultivated; indeed, he states that the total amount of reduction in all the chicory growing countries together is not less than 40,000 tons. The prices consequently rose very high, equal to quite 100 per cent. on former years, and Chicory.

higher than have been known for 20 years, but the price of the manufactured article did not rise in proportion to the raw, and is only about 4 marks per centner higher than last year.

The sale of this factory is 250 tons less than 1891. 100 labourers (men and women) were employed who received in wages 55,000 marks (at 20 marks 30 pf. to the 1*l.*, equals 2,709*l.* 8*s.*), against 62,800 marks (3,098*l.* 13*s.*) in 1891.

Chemical works.

The business of the Chemical Factory at Pomerensdorf has been very active during the year 1892, and the sale of goods has been larger than in any former year of the factory's existence, but the profit has been often interfered with by regression in prices. 80,150 tons of raw material and fuel were used, producing 54,650 tons of various goods.

The number of hands employed at Pomerensdorf and Wolgast averaged 780 with wages amounting to 787,851 marks (at 20 marks 30 pf. to the 1*l.* equals 38,810*l.* 8*s.*).

The company paid a dividend of 10 per cent.

The "Union" Chemical Manufacturing Company.

This company employed in their various factories—

	Number of Labourers.		Wages.	
	Male.	Female.	Currency.	Sterling.
			Marks.	£ s.
Glienken	175	14	159,583	7,861 5
Grabow	48	2	53,337	2,627 9
Memel	113	12	88,388	4,354 2
Königsberg	30	19	28,871	1,422 5
Total	366	47	330,179	16,265 1

Paid a dividend of 10 per cent.

The demand for artificial manures during the autumn was very considerable, so that the sale of the company amounted to 78,857 tons valued at 5,626,929 marks (or at 20 marks 30 pf. to the 1*l.*, equals 277,188*l.* 13*s.*). The sulphuric acid used amounted to 29,365 tons in 1892, against 25,516 tons in 1891. 27,841 tons of the above arrived from America in 1892, against 23,566 tons in 1891. The import of Thomas Slacken in 1892 was 54,383 tons, against 42,850 tons in 1891.

Paper and pulp factories.

The paper mill at Hohenkrug is reported to have made no profits on their work during 1892.

The pulp and cellulose factory at Alt-Damm declared a dividend of 11 per cent.

Breweries.

The Stettin "Bergschloss" brewery declared a dividend of 12 per cent. The Stettin "Elisium" brewery reports, that from October 1, 1891, to September 30, 1892, the consumption of their beer amounted to some thousand hectolitres more than in the year before, and that they paid a dividend of 4 per cent.

Prices for barley were—for a very middling quality some marks dearer, whilst hops which were of good quality were far

cheaper than last year. Prices for fuel and provender remained unchanged. The wages, as well as the number of hands employed, remained the same as in 1891, viz.:—17 brewers and coopers, 29 waggoners and labourers at monthly wages averaging from 84 marks to 130 marks and 70 marks to 80 marks.

Ready-made clothing.

The number of ready-made clothing factories in Stettin is 26, and the total value of their production amounts to about 16,000,000 marks (or at 20 marks 30 pf. to the 1*l.*, equals 788,128*l.*). General business in this trade has been better than last year, because the demands, especially during the latter months of the year, increased again considerably, indeed exporters were not in a position to meet the demands, hence the activity in the factories. At the close of the year so great was the demand of the ready-made clothing factories here for the cheaper kinds of stuffs that the manufacturers refused to take any more orders in hand for the first quarter of 1893.

In consequence of this dearth of the cheaper stuffs, managers of the clothing factories have been obliged to fulfil their orders with more expensive goods, which it is hoped may lead to a continuance in this direction.

There has been some increase in the motive power of the factories, but this has not in any way lessened the number of hands employed.

There is every reason to suppose that the spring of 1893 will be a good season in this industry.

Small exports of the above goods are made from Stettin to Canada and Australia.

Stralsund.

Mr. Vice-Consul Rose reports as follows on the port of Stralsund:—

Shipping in general.

The navigation opened again in the middle of March. There entered at the custom-house in total 475 ships (sailing and steam), with a tonnage of 82,475, against 519 ships, of 89,080 tonnage in 1891.

The number of sailing vessels entering the port is decreasing from year to year, and bigger steamers are taking their place, so that it is probable that shortly only steamers will visit the port of Stralsund.

Of the above-mentioned ships were:—

	Number of Vessels.	Tons.
Sailing	174	10,085
Steam	301	72,390
Total	475	82,475

Nationality of ships.

TABLE showing Nationality of Vessels visiting the Port of Stralsund during the Year 1892.

Flag.	Number of Vessels.
German	334
Swedish and Norwegian	96
Danish	28
Dutch	13
Italian	1
British	3
Total	475

Countries ships sailed from.

TABLE showing the Countries from which the Ships Sailed.

Country.	Number of Vessels.
Germany	167
Great Britain	38
Sweden and Norway	217
Russia	2
Denmark	47
Holland	2
France	1
United States of America	1
Total	475

Countries ships cleared for.

Cleared from Stralsund were 478 ships with a tonnage of 82,790 tons, of which 300 were steamers with a tonnage of 72,935 tons.

There left for:—

Ports.	Number of Vessels.
German	222
British..	7
Swedish and Norwegian	99
Russian	9
Danish..	127
Dutch	14
Total	478

Only three British steamers entered the port, coming from Stettin in ballast and loading sugar for Greenock, namely:— British shipping.

Steamships.	Registered Tons.	Crews.
St. Fergus	283	14
Rosalind	404	13
Mount Park	346	14
Total	1,033	41

The number of ships belonging to Stralsund at the end of 1892 was— Ships belonging to Stralsund.

	Number of Vessels.	Tons.
Sailing	42	9,589
Steam	1	289
Total	43	9,878

While there were at the end of 1891:—

	Number of Vessels.	Tons.
Sailing	57	10,452
Steam	5	458
Total	62	10,910

These tables prove that sailing vessels are tending to disappear more and more, there being already a difference of 15 sailing ships within 1 year. Freights paid from and to Stralsund.

Freights paid to Stralsund were:—

From—	Sailing.	Steam.		Articles.
	Sterling.	Currency.	Sterling.	
	£ s. d.	M. pf.	s. d. s. d.	
Riga	.. ..	13 38	..	2,000 kilos. linseed
London, Hull ..	0 6 6*	10 00	..	Linseed, per ton
Rochester	..	9 00	..	„ „
New York	0 2 1½	..	..	40 gall. petroleum
Newcastle	7 10 0†	..	5 1½ to 6 0	Per ton, coals
Burntisland	6 6 0†	..	5 9 6 9	„ „
Grangemouth ..	5 5 0†	..	..	Coals
Shoreham	0 6 0	..	..	Per ton, coke

* Coke. † Per keel.

Freights paid from Stralsund were:—

To—	Currency.		Remarks.
	Sailing.	Steam.	
	Marks.	Marks.	
Rotterdam	..	6½ to 7	Per 1,000 kilos. of wheat or rye
Bremen	6 to 6½	..	
Hamburg	5½ 6	..	

Import from the United Kingdom.

Importation from Great Britain in German and foreign ships was:—

Articles.	Quantity.	Remarks.
	Tons.	
Coals	12,500	Per steamer
Coke	386	Per sailing vessel
Fire-bricks	21	„ „
Linseed	1,708	Per steamer
Linseed-oil	1,263	„
Total	15,878	

Export to the United Kingdom.

The export to Great Britain was entirely raw sugar, namely, 1,700 tons to Greenock.

TABLE of Imports and Exports to and from the Port of Stralsund during the Year 1892.

Importation and exportation in general.

Articles.	Quantity.	
	Imports.	Exports.
	Tons.	Tons.
Cotton and wool	..	41
Metals—		
a. Iron, raw and worked ..	21	11
b. Copper, raw and worked ..	..	13
Coals, coke	12,886	..
Cement, clays, ores	1,316	201
Grain—		
a. Wheat	157	..
b. Rye	632	..
c. Barley	249	..
Seeds and potatoes	2,784	..
Sugar	..	2,200
Beer	21	..
Petroleum, oil	3,747	..
Hides and leather	63	1
Timber, worked	1,255	121
„ unworked	10	90
Stones and bricks	6,273	..
Groceries and molasses	908	61
All other merchandise	23	33
Total	30,345	2,772
Herrings, fresh	271	..
Empty petroleum barrels (Number)	59,316	..

Grain.

The business in grain was very bad, and many merchants have suffered considerable losses. The large quantities that had been purchased from America in 1891 on account of bad crops could not be sold again, but had to be stored until 1892, and this year bringing a good crop did not allow the foreign grain to be placed on the market, so that the prices fell rapidly.

Prices of grain.

There was paid for 1,000 kilos. in—

Month.	Wheat.	Rye.	Barley.	Oats.
	Marks.	Marks.	Marks.	Marks.
1892—				
January	210	210	167	154
February	201	199	165	147
March	206	199	162	147
April	202	185	157	142
May	205	177	153	141
June	199	173	148	139
September	148	133	131	128
October	149	135	136	132
November	143	125	132	130
December	141	121	128	124

Business in coffee, chicory, sugar, and rice was very lively, and the prices for these articles favourable in general.

Coffee. There was paid for—

COFFEE.

Description.	Currency.	Remarks.
	Marks.	
Campinas	63 to 84	Per 50 kilos. transitu
West Indian	95 108	
Java..	100 118	

Chicory.

CHICORY.

From—		Remarks.
January to October.	November to December.	
Marks.	Marks	
13 to 18	17 to 18	Per 50 kilos.

Sugar.

SUGAR.

Description.	From—				Remarks
	January to March.		April to October.	November to December.	
	M. pf. M. pf.		M. pf. Mf. pf.	M. pf. M. pf.	
Loaf sugar ..	32 00 to 32 50		30 00 to 30 50	29 00 to 29 50	Per 50 kilos.
Powdered sugar	29 50 31 00		28 00 29 50	27 00 28 50	

Rice.

RICE.

Description.	From—		Remarks.
	January to June.	July to December.	
	Marks.	Marks.	
Java	23 to 30	17 to 25	Per 50 kilos.
Rangoon	14 18	11 16	
Japan	14 17	13 15	
Patna	16 19	13 17	
Moulmain	14 16	12 14	

Petroleum. The consume of petroleum was just as high as in former years, the quantity imported being 15,000 barrels at 40 gallons. The price was lower than has been before reached, in consequence of

the rival war between the Standard Oil Company, of New York, and the Rothschild Company, Baku.

Margarine takes more and more the place of butter, the prices being proportionately cheap. Best qualities were bought at 50 marks to 65 marks per 50 kilos. Margarine.

Coals imported to Stralsund are mainly used by the factories. Prices were stable. There was paid "c.i.f." Stralsund for— Coals.

Description.	Price.
	s. *d.*
Scotch steam coals..	14 3
Westhartley „	16 6

There are a considerable number of industrial establishments at Stralsund. Worth mentioning are— Industries.

(1) Die Vereinigte Pommersche Eisengiesserei und Halle'sche Maschienenbau Anstalt (the Pommeranian Iron Foundry and Machine Building Works) report that they worked 537½ tons of iron, copper, zinc, and steel, and used 410 tons of coals and coke. They manufactured— Pommeranian Iron Foundry and Machine Works, Limited.

Description.	Value.
	Marks.
Ironware..	71,000
Metalware	12,000
Agricultural machines	425,000
Total	508,000

NOTE.—At the rate of exchange of 20 marks 30 pf. to the 1*l.* = 25,024*l.* 13*s.*

90 labourers are employed, whose average wages were 3 marks 10 pf. per day.

(2) Vereinigte Stralsunder Spielkarten-Fabriken (The Stralsund Playing Cards Factory, Limited). The value of cards manufactured was 851,812 marks 85 pf., or 41,961*l.* 5*s.* The profits to be divided among the shareholders amounted to 127,430 marks 48 pf., or 6,277*l.* 8*s.* Stralsund Playing Cards Factory Co, Limited.

(3) Malt Factory of Mr. Otto Sarnow, produced 369 tons of malt. There were employed 16 men, with average wages of 15 marks a week (nightwork excluded). Malt factory.

(4) There are four breweries at Stralsund, of which special reports could not be obtained. Breweries.

(5) Gas works used 2,134 tons of coals, out of which they obtained 639,290 cubicmetres of gas (that is 0 2995 cubicmetres per 1 kilo. of coals), 30,162 hectolitres of coke, and 20 tons of tar. The total profit amounted only to 6,463 marks 45 pf. or 318*l.* 8*s.* 3*d.*, because a deficit of 8,220 marks 31 pf. or 404*l.* 19*s.* from the year 1891 had to be covered. Gasworks.

Sugar factory, Stralsund.

(6) The Stralsund Sugar Factory Company report:—The construction of the factory was decided on in March 1892. Work was commenced and carried on so quickly that the factory could start working on the 6th of October the same year. There were produced within the last 3 months of 1892, 2,920 tons of sugar (1st class), which were shipped to Greenock, Gothenburg, and Amsterdam. Besides there were produced 250 tons of sugar (2nd class), which were exported to London, and 450 tons of molasses going to France this present year (1893).

The factory used 2,800 tons of English coals and about 1,250 tons of coals and 275 tons of Silesian coke. The average price of beet was 95 pfennigs per 50 kilos. The factory employed 300 men.

In proportion to the quantity of sugar manufactured within the last three months of 1892 the amount exported within the same year was only small; the remainder of last year's production was exported in spring this year. Within the present year the factory is using nearly double the quantity of roots, of which a much bigger export will be the consequence, and Great Britain will receive the greatest part of same.

Sugar factory, Barth.

At the town of Barth, close to Stralsund, a sugar factory has been started in 1892, and is also exporting to England. In 1892 only 500 tons went there, but the present year will show a much bigger export, which is shipped via Stralsund.

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 9 | 93–H & S 1632)

FOREIGN OFFICE.

1893.

ANNUAL SERIES.

No. 1299.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

GERMANY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF DANTZIG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1126.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY HARRISON AND SONS, ST. MARTIN'S LANE,
PRINTERS IN ORDINARY TO HER MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

1893.

[C. 6855—186.] *Price Sevenpence.*

New Series of Reports.

REPORTS of the Annual Series have been issued from Her Majesty's Diplomatic and Consular Officers at the following places, and may be obtained from the sources indicated on the title-page:—

No.		Price.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.
1195.	Corunna	2d.
1196.	Algiers	15½d.
1197.	Pakhoi	1d.
1198.	Nice	1½d.
1199.	Kiungchow	1½d.
1200.	Aleppo	1d.
1201.	Stettin	4½d.
1202.	Swatow	1d.
1203.	Charleston	2½d.
1204.	Syra	1d.
1205.	New Orleans	2½d.
1206.	Suakin	1½d.
1207.	Caracas	1d.
1208.	Somali Coast	1d.
1209.	Nantes	1d.
1210.	Tahiti	2d.
1211.	Ichang	3½d.
1212.	Wênchow	1d.
1213.	Havana	2d.
1214.	Cagliari	1d.
1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
1264.	Jeddah	1d.
1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
1276.	Alexandria	1½d.
1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
1280.	Pekin	2½d.
1281.	Salvador	1d.
1282.	Malaga	4d.
1283.	Buenos Ayres	8½d.
1284.	Canton	1d.
1285.	Washington	4½d.
1286.	Warsaw	½d
1287.	Pekin	½d.
1288.	Amsterdam	1d.
1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
1292.	Trieste	1½d.
1293.	Tunis	4d.
1294.	Montevideo	1½d.
1295.	Belgrade	2d.
1296.	Teneriffe	1d.
1297.	Stettin	3d.
1298.	Rome	2½d.

No. 1299.

Reference to previous Report, Annual Series No. 1126.

GERMANY.

DANTZIG

Mr. Hunt to the Earl of Rosebery.

My Lord, *Dantzig, August* 31, 1893.

I HAVE the honour to transmit to your Lordship herewith my Report on the Trade of Dantzig for the Year 1892, together with Reports for the ports of Königsberg and Memel, furnished to me by the Vice-Consuls at those places.

The delay in forwarding these Reports is due to the late period statistics are available in this part of Germany.

I have, &c.

(Signed) H. T. C. HUNT.

Report on the Trade of Dantzig for the Year 1892.

ABSTRACT of Contents.

	PAGE
Dantzig—	
Trade generally	2
Imports	2
Exports	5
Public works	8
Königsberg—	
Trade generally	11
Imports	11
Exports	16
Manufactures	18
Shipping	19
Memel—	
Trade generally	21
Imports	21
Exports	24
Shipping	27
Banking	28
Manufactures	28
Public works	28
Agriculture	28

Trade generally.

In the year 1892 the differential system of duties began in Germany, which, although known before, had for many years been abandoned. The commercial treaties with Austria, Italy, Switzerland, and Belgium came into operation on February 1 of this year, and materially affected the trade with countries not so favourably treated. In addition, the protectionist policy which was inaugurated in 1879, by which the western part of Germany is favoured to the detriment of the eastern portion, has continued to impoverish the mercantile community of Dantzig. The following shows to what extent this is true. The exports from this port in 1892 were 28 per cent. less than in the preceding year, the actual figures being 431,588 tons in 1892, as against 599,156 tons in 1891. 1892 is the worst year that the commerce of Dantzig has known for years. The imports by sea in 1892 were a trifle more, 522,303 tons, as against 516,145 tons in 1891. This increase in the imports is due to the favourable conditions of the transit trade with Russia. It is hoped that, when a commercial treaty with Russia is signed, the falling off in the export trade will also cease.

Imports.

Of the imports, petroleum has increased nearly 16,000 tons this year, more than double the quantity in 1891, and nearly treble that in 1890. This is due to the establishment of a Petroleum Tank Company, which has already become the distributing centre of the oil trade in this part of Germany. Herrings and lard also show an increased importation due to the large potato crop in the country districts where these two articles are mostly consumed. Raw iron, in spite of the high duties in Russia, was imported to a larger extent, and found its way to that country through Poland.

The following articles show a decreased importation as against 1891. Coal, on account of the large stocks remaining on hand from the year before. Rice, because the potato crop was very good in 1892, whereas, in 1891, the lack of potatoes necessitated an increased consumption of rice amongst the poorer classes, and salt because the Inowrazlaw supplies were preferred to the foreign article.

With regard to the principal articles dealt in here, I have to offer the following remarks :—

Herrings.

The stock of herrings which remained over at the end of 1891, amounting to 37,853 tons, was, with difficulty, disposed of on account of the unusually large catch of herrings on the Swedish coast, which flooded this market, this, together with the smaller demand, caused a drop in prices.

	Prices.	
	From—	To—
	£ s.	£ s.
Crown fulls..	1 18	1 9
„ matties	1 15	1 4
„ mixed	1 10	0 19
Swedish	0 18	0 11

The July catch from the east coast of Scotland reached this port before the preceding year's fish had all been sold. The supply was abundant, but the quality was indifferent. Holland and Norway also competed. Altogether, the catch of herrings in 1892 was the largest known. Sweden heads the list with an autumn and winter catch of 1,500,000 barrels, Scotland and Norway had each 1,000,000 barrels, and Holland 500,000 barrels; together, 4,000,000 barrels. The quality all round was inferior. It was also thought that the fish would not keep as well as in former years; prices therefore ruled low with the exception of the brand crownfulls which were scarce. The August prices were:—

	Price.
	£ s.
Crown fulls..	1 14
„ matties	1 6
„ mixed	0 19

These prices further receded 2*s.* or 3*s*, as the year went on, until December when the August quotations were resumed. The low prices ruling led to a large local consumption.

Other cured fish.

Dried codfish from Iceland was imported in small quantities for local requirements, but no mackerel or other cured fish as exported from North American ports reached Dantzig.

Petroleum.

The increased importation of petroleum is due to the trade in this necessary article having been taken up by a number of capitalists who have built several large tanks in which the oil is stored. These tanks are filled direct from the tank steamers that bring the petroleum from the oil wells of Pennsylvania. This way of treating the oil saves the cost of barrels, and allows it to be sold at a reduced price with a larger margin of profit than formerly. The importers of petroleum in barrels were unable to make any profit, owing to the competition of this German-American Tank Company.

Lard.

1,036 tons of lard were imported from England as against 558 tons in 1891. The total import in 1892 was 4,338 tons valued at 156,150*l.* as against 2,764 tons in 1891 valued at

105,000*l.* Prices ruled low the first half of the year as in former years, rising in the summer, and at the end of the year reached an unexpected figure. Notwithstanding the high price the demand was good and lasting.

Raw iron. The importation of raw iron in 1892 exceeded that of 1891 by 5,504 tons. Great Britain furnishing 12,600 tons; most of it found its way to Poland and Russia.

Coal. It will be seen from the return of principal articles of import to Dantzig, that the total import of coal and coke in 1892 was roughly 46,000 tons less than in 1891. English and Scotch coal losing 15 per cent., and Silesian 12 per cent. in quantity as compared with 1891. The smaller consumption of Silesian coal was due to several factories closing that burnt this fuel, and the reduced import of English and Scotch coal was on account of the small demand in the country districts which this port supplies. For bunker coals the English are preferred here to the German, but Upper Silesian coke is bought in preference to the English.

Rice. 7,946 tons of rice were imported in 1892, as against 9,015 tons in 1891. The large importation in 1891 was due to the bad potato crop in that year, which necessitated the use of a substitute in the diet of the poorer classes. The inferior qualities of rice being in demand for that purpose. Only some 10 tons came direct from England in 1892. The larger portion reached this in transit from Bremen and other German ports.

Salt. 7,091 tons of salt were received from Great Britain in 1892, as against 9,135 tons in 1891, and 10,720 tons in 1890. No salt has been imported from Portugal since 1887. The falling off in the importation of foreign salt is due to the larger use in the country districts of Inowrazlaw salt.

Resin. The greater part of the resin imported was in transit for Poland. In 1889, 1,108 tons came from English ports, but none in 1891, and only about 5 tons in 1892. The supply is nearly all now from North America, which out of a total of 1,866 tons in 1892 sent 1,343 tons.

Tallow. In 1892, 415 tons of tallow were imported from England, as against 574 tons in 1891 and 1,248 tons in 1890. It is nearly all of Australian origin, and comes to Dantzig for transmission to Poland.

Asphalt. The trade in Trinidad asphalt was brisk, several cargoes reached this either direct from Port of Spain or from London, and were sent on to Poland. Asphalt of French origin found no buyers.

Roofing slates. Only two cargoes came to Dantzig, one English and one French, and were used for local requirements. Business being unprofitable in this article.

RETURN of Exports from the Port of Dantzig during the Years 1892–90.

Year.	Quantity.	Value.
	Tons.	£
1892..	431,587	3,469,750
1891..	599,156	5,475,250
1890..	525,200	4,642,300

Every article shows a decreased export—the wood trade being affected the least. Flour and molasses come next, decreasing 14 per cent. and 8 per cent. respectively. Rape-seed oil lost 28 per cent., and oilcake 40 per cent. The corn trade, once the leading staple of Dantzig and the principal source of its wealth, decreasing nearly 50 per cent. The order of the Russian Government prohibiting the export of breadstuffs from Russia on account of the famine in that country in 1891, stopped all trade in Russian grain during the first months of the year 1892, and caused much loss to the Dantzig mercantile community. The export of sugar also decreased one-half as against 1891, principally on account of the bad beetroot crop in Russia. Of bran not a fourth of the 1891 export was shipped, and of spirits nearly the same marked decrease is shown. The precautions taken here to prevent the introduction of cholera, also tended to disturb the export trade. Exports.

Corn at one time the principal article of export from Dantzig becomes every year less profitable to the exporter. Not quite 60,000 tons were shipped in 1892 out of a stock of 208,000 tons. This is the smallest shipment on record. The reason of this marked decrease in the export of corn is ascribed to four causes, namely:—1st, the onerous identity formalities; 2nd, the railway sliding scale rates; 3rd, the differential duties, and 4th, the Russian export prohibitions. Corn and grain.

Each of these causes was sufficient in itself to severely check the exportation to the English and Scandinavian markets, which are the chief buyers. The German grain was hampered by the 1st cause; that which came through Austria by the 2nd cause as well as the 3rd cause, and the Russian by the 4th cause, when the Russian Government did away with the export prohibition, on the new harvest coming into the market, the German differential duty system placed great difficulties in the way of trade. The high prices ruling in this market in January stopped all export as those abroad were lower. As the year went on things mended somewhat, but the competition with the American and East Indian wheat was very keen, and the millowners took advantage of this to the detriment of the merchants.

The trade in wheat suffered most of all the different kinds of corn. In former years it was the principal article of export,

but in the year 1892 only 15,435 tons were shipped, being about one-third of the quantity exported in 1891, the year that had the smallest export for 30 years. The export to Great Britain in 1892 was unusually small, only 5,600 tons as against 17,000 tons in 1891 and 22,500 tons in 1890. To Denmark only one-seventh part of what was shipped in 1891 was forwarded in 1892. The shipments to Dutch and Belgian ports were unimportant.

Rye took the lead this year in the amount of the different kinds of corn exported from Dantzig, being more than half the total. The supply of rye available for shipment in 1892 was 48,000 tons as against 39,000 tons in 1891. Of this quantity 32,000 tons were shipped. Most of it went to Sweden and the Netherlands. 4,000 tons were sent to Russia for the famine districts, being the first time that rye has ever been forwarded to that country from this port within memory.

The supply of barley was a little larger than in the year 1891, but the export was much smaller, and is, in fact, the smallest known; 1,639 tons went to Great Britain in 1892 as against 1,316 tons in 1891. The chief decrease was in the amount sent to Norway.

Oats only come here for local consumption.

Pulse and maize were not prohibited from crossing the Russian frontier, yet less reached this. In all 15,000 tons were dealt with, 7,000 tons less than in 1891, only a fifth was exported.

Oil seeds in 1892 show a decrease in the supply of 6,400 tons as against 1891, and 16,400 tons as against 1890. The export in 1892 was only one quarter of that in 1891.

Stocks at the end of the year were :—

Articles.	Quantity.			
	1892.	1891.	1890.	1889.
	Tons.	Tons.	Tons.	Tons.
Wheat	8,373	16,676	13,326	15,488
Rye	7,991	9,948	2,076	2,183
Barley	2,929	1,358	2,367	1,386
Oats	105	197	95	22
Pulse	2,628	1,305	1,902	933
Oil seeds	470	958	1,360	495
Total	22,496	30,442	21,126	20,507

Spirits.

The export of spirits in 1892 was between a third and a fourth of that in 1891. The actual figures being 4,085 tons in 1892 as against 14,826 tons in 1891. The bad potato crops in those 2 years had much to say to this decrease and in addition but little Russian spirit found its way here. Spain, formerly Dantzig's best customer, took none; the high duty now

levied on foreign spirits in that country having destroyed the trade with Germany. New markets were found, however, by lowering the prices of the finer qualities—90 tons going for the first time to Japan. The competition from Austria and Russia is also very great, particularly as both those countries allow a drawback on what is exported from their own ports. Many distillers discontinued their operations, when they found prices against them, but towards the end of the year the demand increased and those who held their stocks were able to dispose of them to advantage.

TABLE showing Shipments of Spirits from Dantzig during the Years 1892–90.

Country.	Quantity.			
	1892.	1891.	1890.	1889.
	Tons.	Tons.	Tons.	Tons.
Japan	90	..	..	..
Spain	..	1,882	6,258	3,996
France	103	..	192	16
Belgium	83	169	157	587
Holland..	532	954	1,192	372
Great Britain	114	13	361	272
Sweden	..	1,487	421	173
Denmark	283	718	722	950
German ports	2,880	9,603	6,935	6,922
Total	4,085	14,826	16,238	13,288

Sugar.

A quiet tone prevailed in the beetroot sugar trade at the beginning of 1892. Later on the market got stronger on Italy becoming a purchaser, for the first time, on account of the lower duty she imposed on beetroot sugar. America took some thousands of tons and it was hoped that she would become a good customer, but after a time cane-sugar drove the beetroot out of the United States markets. In April the stocks in Germany amounted to 145,250 tons against 186,300 tons in the same month of 1891. In the district of which Dantzig is the shipping port the stocks were 4,950 tons as against 12,000 tons in the preceding year. This would probably have led to more profitable business, but the failure of a large Austrian firm caused prices to drop, and in the months of May, June, and July almost stagnation prevailed, Italy alone buying. At the end of July business revived, especially with the United States, some large parcels being placed. The small stocks were nearly cleared out and prices rose. In September speculation began in the new beetroot crop, which the dry summer and autumn was against. The sugar mill-owners declining to sell for the account as they expected high prices. When the new sugar reached the market business

became brisk with an upward tendency in prices, which fell again, however, towards the end of the year.

Wood. The trade in wood opened with good prospects in 1892, but expectations were not realised and the transactions for the year were not satisfactory. Dantzig's best customer, England, bought largely in January and early in February as our building trades were prosperous. The strikes in England in the spring of the year affected the timber trade and buying nearly stopped, which lasted most of the year, especially for fir and pine wood. Oak fared better as our railway companies were large buyers.

The floating of the timber from the forests to this port was much hindered by the swollen state of the streams in the spring, and the dry summer spoilt the wood in transit. The supplies from Galicia nearly all reached this place, but 200 rafts of the Russian had to winter on the way down.

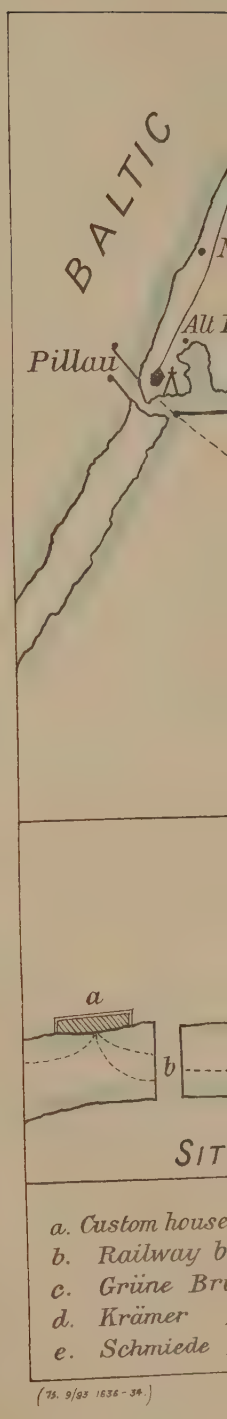
Amber. The supply of this speciality was limited to the output from the mine in East Prussia, and is practically a monopoly. The small quantities found at other spots along the coast between this and Memel do not pay the working expenses. Attempts have been made to induce the German Government to cancel the mining concession that is held by the firm who have the monopoly, but as yet without success. In 1892 about 60 tons of raw amber came to Dantzig to be worked into beads and ornaments, which find a sale in the east of Europe and in some parts of Africa. The new process of pressing the small pieces of amber together and thus utilising what was formerly only melted down for varnish has much disturbed the amber market, and it is now not so sought after as formerly. The sales at the Leipzig Fair were unimportant, and the whole trade is in so depressed a state that many employers discharged their workmen in 1892 on seeing little chance of any improvement in their business.

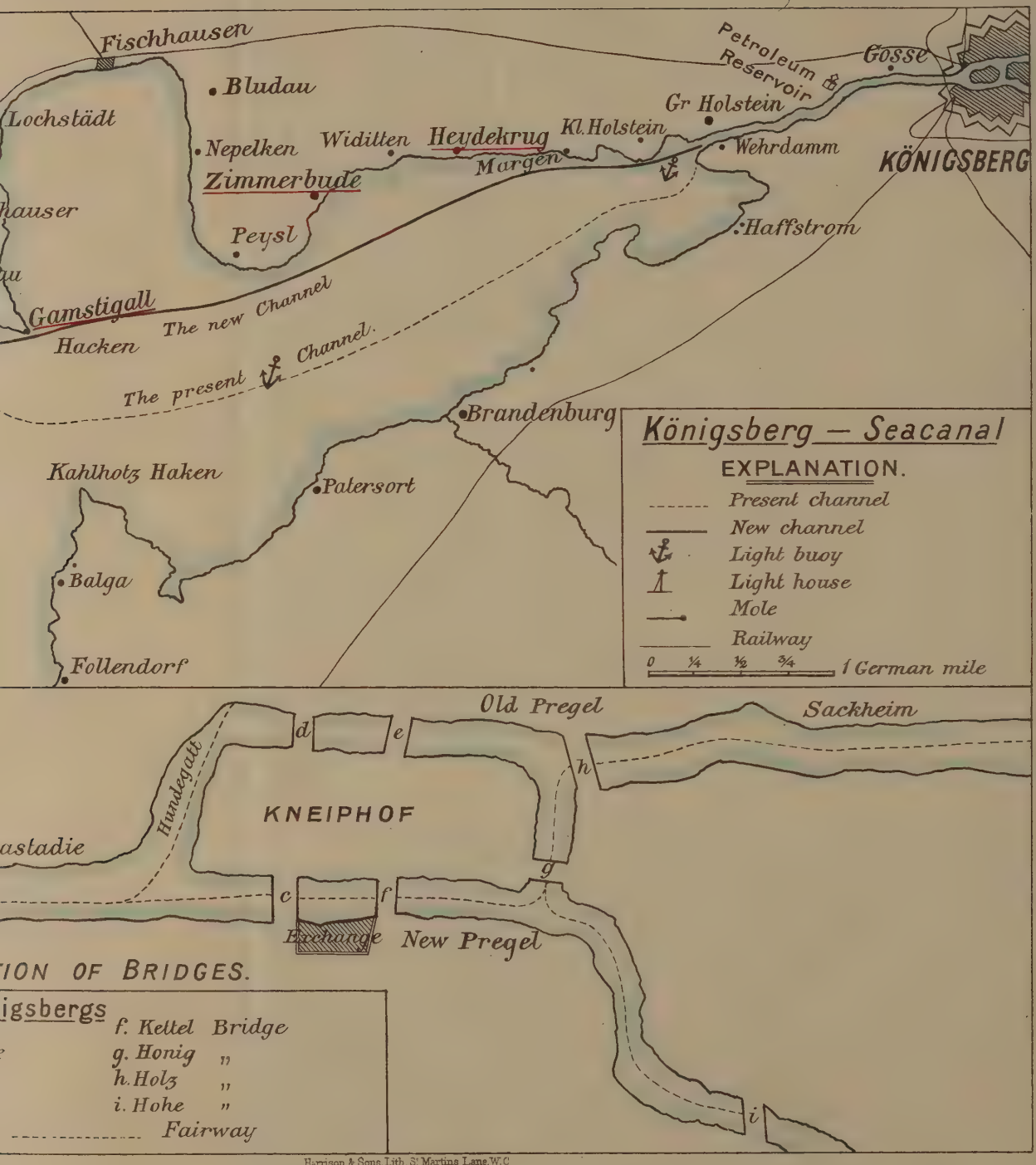
Spruce. Dantzig spruce, which is sent to England to mix with our porter, shows a decreased shipment, as against preceding years. A very desirable state of things for those who prefer their stout pure.

Shipbuilding. The shipbuilding yards found employment, but at reduced prices. New orders were scarce, owing to the bad state of the freight markets. Mr. Schichau's extensive yard, a branch of his Elbing works, employs a number of hands. He relies principally on the orders he receives from the German and other Governments for small war vessels and torpedo boats.

Public works. The harbour of refuge at Hela, in the bay of Dantzig, some 22 miles to the north of this port, is so far advanced in construction that the small steamers that ply between this and Hela are able to land their passengers and goods at one of the piers. The nearly enclosed basin will have an area of 10 acres and a depth of 10 feet. This work when completed will be a great boon to the fishermen of the bay of Dantzig, who before during strong westerly winds were unable to land at Hela,

of the ntry,
of the Vistu the dykes.


BALTIC
Pillau
a
b
a. Custom house
b. Railway b
c. Grüne Br
d. Krämer
e. Schmiede



Harrison & Sons, Lith., St Martins Lane, W.C.

owing to the heavy sea running. Formerly also passengers by the steamers to Hela had to go ashore in small boats, as there was no landing stage. The increased facilities for landing have already induced speculation in land at Hela, with a view to turning the village into a fashionable watering place.

The work of excavating the new channel for diverting the chief outlet of the River Vistula, the first sod of which was cut at Siedlersfähre on August 5, 1891, progresses satisfactorily, the contractors, a German firm from the Rhine, having kept to their time well. A glance at the accompanying map will show that the intention is to make a nearly straight channel for the river to the sea, a dam being thrown across the old river bed, which will, however, be connected with the new outlet by means of a lock at Einlage. The contention is that by this means the volume of water in the Vistula will be kept under better control, and the disastrous inundations which have occurred periodically be prevented. This new mouth of the Vistula will be 270 yards wide at the point where it commences, namely, at Siedlersfähre, increasing in breadth gradually to 440 yards at Schiewenhorst, the place at which it joins the Baltic. The total length of the new channel will be about 4 miles 615 yards, with a minimum depth of 10 feet at Siedlersfähre and 16 feet at Schiewenhorst. The earth excavated to form the new channel is utilised to make up the protecting banks on each side to a height of 25 feet. The cost of this important improvement will be 22,000,000 marks (about 1,100,000*l.*).

RETURN of Principal Articles of Import to Dantzig during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coffee	3,294	247,050	2,647	231,650
Rice	7,946	8,340	9,015	87,450
Spice	773	25,050	575	28,550
Fruit	922	52,475	2,000	53,400
Lard	4,338	156,150	2,764	105,000
Wine	2,446	102,850	2,051	90,250
Herrings	24,296	166,400	19,614	189,550
Salt	7,419	22,250	9,378	9,375
Petroleum	30,644	125,700	14,755	89,250
Raw iron	13,834	36,400	8,335	23,750
Chemicals	32,409	326,700	34,377	345,150
Resin	1,867	11,200	2,021	20,300
Cement	4,839	9,700	5,366	11,250
Stone	20,795	42,200	20,071	36,950
Earthenware	7,959	12,350	9,173	13,050
Coal and coke ..	256,295	194,450	302,419	216,600
Other articles	102,060	1,914,885	74,583	1,559,975
Total	522,303	3,454,150	516,144	3,111,500

RETURN of Principal Articles of Export from Dantzig during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	5,435	128,100	49,977	479,800
Rye	32,026	243,400	3,555	115,900
Barley	5,856	36,900	8,874	68,800
Oats	139	700	945	5,800
Pulse	3,599	26,500	15,594	142,200
Oil seeds	2,601	27,650	9,910	125,850
Flour and bran ..	28,135	244,650	48,649	242,400
Spruce	436	9,800	557	13,100
Sugar	68,281	985,300	136,000	1,882,750
Molasses	20,321	71,150	23,553	62,400
Spirits	4,220	97,850	14,951	401,650
Wood	227,193	1,028,850	239,519	1,085,350
Rapeseed oil	6,606	168,500	9,242	277,250
Oilcake	6,556	40,150	11,000	66,000
Other articles	20,184	310,250	16,830	505,950
Total	431,587	3,419,750	599,156	5,475,200

RETURN of all Shipping at the Port of Dantzig during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	30	3,295	182	142,651	212	145,946
German	279	58,385	589	238,619	868	297.004
Danish	104	9,105	81	37,814	185	46,919
Swedish	22	3,531	87	22,565	109	26,096
Norwegian	27	10,261	45	17,389	72	27,650
Dutch	8	1,171	38	18,360	46	19,531
Russian	6	2,971	2	1,301	8	4,272
French	1	79	...	...	1	79
Austrian	1	422	...	...	1	422
American	2	2,108	...	...	2	2,108
Total	480	91,328	1,024	478,699	1,504	570,027
,, for the year preceding ...	630	108,739	1,206	531,293	1,836	640,032

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	30	3,295	179	140,704	209	143,999
German	286	55,292	579	237,043	865	292,335
Danish	104	9,105	82	38,010	186	47,115
Swedish	23	3,816	88	22,900	111	26,716
Norwegian	24	5,187	45	19,389	69	24,576
Dutch	7	774	38	18,360	45	19,134
Russian	6	2,989	2	1,301	8	4,290
French	1	79	...	...	1	79
Austrian	1	422	...	...	1	422
American	2	2,108	...	...	2	2,108
Total	484	83,067	1,013	477,707	1,497	560,774
,, for the year preceding ...	631	104,851	1,200	529,266	1,831	634,117

KÖNIGSBERG.

Mr. Vice-Consul Hay reports as follows :—

Trade generally.

The year 1892 must be considered one of the worst years that the Königsberg trade has passed through.

The Russian prohibition of the export of the different kinds of grain remained in force during the first part of the year, and when it was at last abolished it appeared that just those Russian districts which are principally in communication with Königsberg experienced bad harvests, and could consequently supply the Königsberg market with very little material.

Besides, the differential treatment of Russian products, owing to the more favourable treaty with Austria, made much impression on the corn trade, which is the most important one at this place.

All this, and the severe restrictions issued by the local government in order to prevent introduction of cholera into Prussia, have very much limited the traffic by sea and rail, and taken away the necessary material for the activity of the different branches of the Königsberg trade.

Imports.

The value of the imports in 1892 amounted to 9,352,873*l.* against 11,015,652*l.* in the preceding year, which shows a decrease of about 1,662,000*l.* Only the import of herrings has increased, there being a plus of about 80,000 barrels, representing a value of about 88,000*l.* The reason for this retrograde movement in the volume of import at this place lies principally in the limited traffic with most of the countries, caused by quarantine regulations and their consequences with regard to trade.

Herrings.

	Quantity.	
	1892.	1891.
	Barrels.	Barrels.
Stock of herrings on January 1, 1892	74,660	48,548
Imported	307,597	248,488
Total	382,257	297,036
Stock on hand December 31, 1892	93,808	74,660
Sales in 1892	288,449	222,376

As will be seen from the above statement, the imports of herrings have increased in the year under notice; also the sales were about 66,000 barrels larger than in the last year. Nevertheless, business in this article was rather unsatisfactory, as the stock of last year was not easily to be realised owing to the high potato prices, and when there was better demand and a good crop of potatoes prices went down and left no profit.

Of the different brands were imported:—

	Quantity.	
	1892.	1891.
	Barrels.	Barrels.
Scotch herrings	156,425	134,647
Norwegian Vaar and Sloe herrings	1,555	1,329
„ full, old	19,106	18,598
„ „ new	77,384	54,674
Swedish herrings, old	24,398	28,798
„ „ new	24,517	15,142
Dutch herrings	4,215	300

The export to Russia showed the following numbers:—

Year.	Quantity.
	Barrels.
1892	147,432
1891	103,697
1890	152,420
1889	148,000
1888	121,500
1887	113,500

In town and province consumed :—

Year.	Quantity.
	Barrels.
1892	141,017
1891	103,697
1890	152,420
1889	135,972
1888	116,634
1887	141,588

The prices were for :—

Description.	Price per Barrel.	
	From—	To—
	£ s. d.	£ s. d.
Crown fulls..	1 10 0	1 13 0
,, matties	1 1 0	1 2 6
,, mixed	0 18 0	1 5 0
Shetland matties and medium fulls	1 1 0	1 4 0

For Norwegian herrings :—

Description.	Price per Barrel in Bond.	
	From—	To—
	£ s. d.	£ s. d.
Fulls	0 15 0	1 4 0
Large spents and selected ..	0 8 0	0 14 0
New mediums	0 15 0	1 0 0
New matties	0 17 0	..
Norwegian KKK	1 0 0	1 10 0
MK	0 16 0	1 6 0
Vaar herrings	0 8 0	0 12 0

Dutch herrings paid :—

Description.	Price per Barrel.	
	From—	To—
	£ s. d.	£ s. d.
Matties	0 13 0	0 15 0
Small fulls	0 17 0	0 18 0

Salt.

The imports amounted to 5,062 tons in all, of which about 254 tons came from the interior of Germany, 250 tons from Portugal, and all the remainder from Great Britain.

The price for common white salt was 10*s.* 3*d.* to 10*s.* 6*d.* per ton, f.o.b., and 17*s.* 3*d.* to 17*s.* 6*d.* per ton to Königsberg. The stock of salt at the end of 1892 was 845 tons. The diminution of the import of foreign salt of about 850 tons has for its reason that one steamer destined for this port could not reach this port owing to the closing of the navigation by ice before her arrival. She had to remain at Pillau, where the salt was stored.

Pig-iron.

3,612 tons of pig-iron were imported in 1892, against 4,089 tons in 1891; 2,484 tons came from Great Britain, against 3,557 tons in the preceding year. The export to Russia amounted to 165 tons; the remainder was worked here in the ironworks.

Chemicals.

The consumption of these articles is in this province, poor of industry, of no importance. The chemicals for bleaching, dyeing, soap-boiling, &c., was nearly all supplied by German manufactories, as the German duty prevents the import of the cheaper English chemicals.

Tea.

	Quantity.	
	1892.	1891.
	Tons.	Tons.
Stock of tea on January 1	375	286
Imported	1,315	1,350
Total	1,690	1,636
Stock December 31	250	375
Sales	1,440	1,261

The transit of this article showed 1,850 tons, against 1,350 tons in the preceding year.

Although the tea trade here was about 14 per cent. better than in 1891, it did not reach, however, the sales of the former years. It is to be taken in consideration that the direct import from China into Russia, viâ Odessa, in the year under notice amounted only to half the quantity of the preceding year. A much bigger Russian demand from Königsberg was, therefore, under normal circumstances, to be expected. The stock of tea here and in Moscow was, however, owing to the depressed state of the tea market in 1891, a very large one, and answered the requirements up to the month of July. Further, the prices, until the arrival of the new tea, were of a yielding tendency. The consequences of the bad harvest in Russia were of bad influence, especially with regard to the consumption of better qualities, and at last the cholera affected

the tea trade as well as the whole commercial traffic very badly.

In all, the result of the tea trade here cannot be designated especially good, but is not to be considered unfavourable, although it could not heal yet the wounds of 1891.

Grease. The import of grease amounted to 3,705 tons, about 780 tons more than in the preceding year. The import of American bacon amounted to 168 tons against 120 tons in the year before.

Petroleum. After having substituted the petroleum stores here by three petroleum tanks in connection with the necessary steam pumps, tubes, &c. The first iron-tank lighters with petroleum, towed by tug, arrived here from Dantzig at the beginning of May, and imported in this way 8,235 tons of American petroleum during the year under notice. Owing to the small draft o water in the present channel between Pillau and Königsberg, the principal importers of petroleum at this place have chosen Dantzig as the port for the import of petroleum in tank steamers, whence the quantities of petroleum required here are sent by tank lighters and tank railway waggons.

This revolution in the local petroleum trade signifies the abolishment of the direct import by sea and heavy loss for the sea traffic to Pillau respecting Königsberg. It is to be hoped that the new sea canal may soon be ready, so as to enable the import of petroleum by tank steamers direct from America to Königsberg. The total import of petroleum is to be calculated equal to the contents of 82,625 barrels, of which 54,891 barrels arrived by tank lighters from Dantzig, and 27,734 barrels otherwise imported, amongst them 16,422 barrels in four cargoes direct from America by sailing ships. The chartering of these latter ships became necessary, as not sufficient tonnage could be chartered in tank steamers.

Coal and coke. The import of these articles amounted to 191,208 tons, of which 176,023 tons arrived by sea and 15,185 tons by rail from Silesia. For the preceding year the arrivals were 193,660 tons, of which 176,846 tons arrived by sea and 16,814 tons by rail. With the exception of 7,000 tons of Westphalian coke, which arrived by ship from German ports in the North Sea, all the remainder arrived by ship from British ports.

Up to the opening of the navigation business in this article was very dull owing to the big stock remaining, which had to be sold with loss, especially as coal freights from England went down and caused cheaper c.i.f. prices. Demand for coals was better in summer, and prices raised and reached their highest price in October owing to strikes in England. These strikes had, however, only influence on English coals; the Scotch market was not touched by them. Owing to the strong frost during the winter it is to be expected that stores, to the biggest part, will be sold in the spring of 1893.

The sale of coals in lighters from Pillau to Königsberg was very much reduced by the Dantzig competition, which got the

lighter freight from Dantzig to Königsberg cheaper than the Königsberg merchants could get the same from Pillau to Königsberg. Dantzig merchants obtained this reduced lighter freight, because the lighters, which came with stones from the neighbourhood of Königsberg to Dantzig, accepted a small freight on their way homewards.

The Königsberg traffic lost by it some 5,000 tons.

Prices of sale at Königsberg were as follows :—

Description.	Per Ton c.i.f. Königsberg.	
	From—	To—
	£ s. d.	£ s. d.
Scotch steam coals, spring and summer	0 15 6	0 16 0
Scotch steam coals, autumn and winter	0 17 6	0 19 0
English steam remained from spring to autumn	..	0 16 3
Coke paid in spring	..	0 21 0
„ autumn	..	0 23 0

Exports.

The exports of the port of Königsberg during the year 1892 showed a decrease against 1891 by 192,945 tons in quantity and 2,499,000*l.* in value. This decrease is especially caused by the depressed state of the principal article in the Königsberg trade, the grain.

The corn trade had especially to suffer under most difficult circumstances in connection with it.

The supply of grain from Russia was very small during the greatest part of the year in comparison with the preceding year. Even with the cancelling of the prohibition of the export of Russian grain, the old connections with the neighbouring country did not set in again, as those districts which are of importance to this place had a more than middling harvest. The arrivals of the second part of the year had their origin in Poland. Prices in Russia continued to be so high that they could not be accepted here for the export, besides the differential treatment with regard to duty in favour of Austria did not encourage merchants here to buy Russian corn, as they feared not to be able to compete with the other countries in possession of more favourable treaties. The supplies of grain amounted to 252,346 tons, of which 111,111 tons from the interior and 141,235 tons from abroad, against 409,487 tons in 1891, of which 84,868 tons from the interior and 324,619 tons from abroad. By sea were shipped 210,034 tons against 335,733 tons in the year 1891.

Of these were shipped to Great Britain :—

Description.	Quantity.
	Tons.
Wheat	9,838
Rye	217
Barley	690
Oats	3,744
Peas, beans, and tares	13,412
Hempseed	1,639
Linseed	535

The stocks at the end of the year were—

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Wheat	11,120	20,500
Rye	7,028	25,500
Barley	4,224	2,480
Oats	3,740	4,050
Beans and peas	7,175	8,400
Linseed	2,220	3,400
Hempseed	313	2,250

Flax, hemp, codilla.

This trade suffered very much under the retrograde tendency and did not leave much profit, although the sale of flax and codilla was rather lively owing to the small stores of jute in the industrial districts.

Flax

The imports of Russian flax is estimated at 15,000 tons, of which 8,800 tons were shipped by sea and 5,000 tons by rail; stock 1,200 tons.

Hemp and codilla.

The import of these articles amount to 34,000 tons, of which 24,500 tons were shipped by sea, 550 tons by rail, remained 4,000 tons stock. Business in hemp was middling and did not leave much profit; business in codilla was larger than in the preceding year owing to the want of jute. Big quantities of Russian codilla were therefore shipped to England and Scotland.

Wood.

Although the export of wood was about the same as in the preceding year business was not profitable, owing to the depressed tendency of the market. Buyers in the interior and abroad report prices down, which in spite of the very low rates did not leave any profit to the exporters; important sales were therefore not contracted. In these limits business was done during the whole year and got even more difficult in autumn owing to the raised wood rates.

The total value of all the supplies which arrived here from Russia amounted to 346,531*l.* against 352,774*l.* in 1891.

The export of the principal sorts of wood was as follows:—

Description.	Quantity.	Value.
	Tons.	£
Boards (all kinds)	34,948	..
Fir sleepers	66,510	..
Oak sleepers	6,450	..
Total	169,174	339,161
„ in 1891	171,676	377,393

Of which were shipped to—

Country.	Quantity.
	Tons.
Great Britain	47,080
Germany	108,213
France and Belgium	4,170
Holland	7,890
Denmark	1,821

Amber.

The year 1892 is for this article one of the worst which has passed. Germany, Austria, England, France, Turkey, Russia and China have imported about 20 per cent. less than the preceding year. Only in the United States of America the demand has been about the same. All the branch offices in Berlin, Hamburg, &c., worked with losses. The output at the mines at Palmnicken, which are situated in the neighbourhood of Pillau, was 195 tons against 150 tons in 1891.

Industries.

The different branches of industry in town and province cannot look back on a satisfactory result. The greatest part of the flour mills had, owing to the want of Russian supplies in the first part of the year and the more limited consumption of rye bread, a very difficult market for flour. With the arrival of the new crop some of the mills had more satisfactory results. The principal mill in this district is the Koenigsberger Walzmühle Actien Gesellschaft, situated in the neighbourhood of Königsberg.

The woolwashing works here had to work against a very difficult market. The wool washed by machinery was not much demanded up to the close of the year, only the last two months showed better results.

The products of the starch works obtained rather high prices in the first part of the year. These works were consequently open during the whole year, although partly with limited power. An English Company in connection with the different spinning works in England has bought a plot of land in this town situated at the river, and will build thereon spinning works which will commence working in the course of next year.

Part of the iron foundries and engine works are satisfied with the result of the year under notice, although commands became rather scarce in the last part of the year.

Shipping and shipowning.

In the year 1892, 204 British steam and sailing ships with an aggregated tonnage of 198,480 tons entered Königsberg harbour, showing a decrease as compared with 1891.

This diminution is chiefly due to the depression of trade and also to the severe restrictions issued by the local government against the introduction of cholera.

Freights were low and shipowners could not therefore even cover the expenses.

At the end of the year 13 steamers containing 7,866 register tons belonged to this port.

The navigation between Königsberg and the seaport Pillau closed for sailing ships on the 20th December, 1891, whilst steamers under the assistance of the ice-breaker reached this port up to the 15th January, 1892. Under the assistance of the ice-breaker steamers could come up again on the 28th of March and without the ice-breaker since the 5th of April. Navigation for sailing ships was closed again on the 28th of November and for steamers on the 28th of December. In this space of time steamers could reach this port only under the assistance of the ice-breaker.

There exist the following regular lines between this port and Great Britain as well as to the continent:—

The Leith, Hull and Hamburg Steam Packet Company, Leith, Managers Messrs. James Currie and Co., Leith; regular weekly service Königsberg, Leith and Scotch ports; also Königsberg, Rotterdam.

Messrs. Bailey and Leetham, Hull, Det Forenede Dampskibs Selskab, Copenhagen—Königsberg, London, Hull and Copenhagen.

Det Forenede Dampskibs Selskab, Messrs. Sartori and Berger, Kiel—Königsberg, Hamburg.

Messrs. Sartori and Berger, Kiel—Königsberg, Kiel.

Lübeck Koenigsberger Dampfschiffahrts Gesellschaft, Lübeck—Königsberg, Lübeck.

Neue Dampfer Compagnie, Stettin, Königsberg steamers—Königsberg, Stettin.

Königsberg sea canal.

With reference to my last report regarding this channel the works for the construction of it have made very good progress in the year 1892, having been favoured by fine weather during the season. A new harbour at Zimmerbude has been constructed as a refuge for fishing people in bad weather. Dikes of 3,620 metres near Camstigall, 1,390 metres near Zimmerbude, 2,040 metres near Heydekrug were newly constructed. If no unforeseen difficulties arise there are all hopes that this channel, so important for Königsberg trade, will be ready in 1895.

RETURN of Principal Articles of Export from Königsberg during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	65,119	488,392	134,928	1,146,894
Rye	36,026	248,579	46,600	368,140
Barley	11,617	58,085	19,470	124,121
Oats	23,163	115,815	47,060	252,947
Flour	24,463	336,366	38,980	506,748
Hemp	42,443	1,167,182	48,483	1,236,316
Flax	25,648	743,692	32,573	928,330
Codilla	8,186	122,790	6,006	114,118
Wood	140,979	339,161	143,065	377,398
Oilcakes	13,273	86,269	6,348	39,993
Sugar	2,706	40,592	9,258	146,687
Rags	6,916	42,000	8,670	56,538

RETURN of Principal Articles of Import to Königsberg during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Tea	3,168	174,240	2,711	243,990
Coffee	2,284	216,980	1,899	170,940
Rice	4,460	45,718	4,844	53,287
Spices	464	19,867	364	15,665
Fruits	716	12,888	845	15,213
Tallow	2,289	108,770	2,692	127,893
Coals	191,208	133,845	193,660	174,294
Salt	6,926	6,580	13,914	13,219
Building materials ..	22,022	33,034	17,938	26,907
Iron	4,255	11,702	4,419	13,257
Petroleum	12,843	80,268	10,794	67,462
Wine	2,299	172,425	4,046	303,510
Herrings	46,139	253,764	37,273	335,458

RETURN of all Shipping at the Port of Königsberg during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	19	2,532	185	195,949	204	198,481
German	249	76,126	680	294,995	929	371,121
Danish	139	18,315	152	133,794	291	152,109
Norwegian	16	4,339	73	27,190	89	31,529
Swedish	13	1,510	90	30,670	103	32,180
Dutch	27	2,798	28	22,620	55	25,418
Belgian	...	...	3	3,780	3	3,786
Russian	8	2,313	5	1,492	13	3,705
Total	471	107,933	1,216	710,390	1,687	818,323
,, for the year preceding ...	520	54,065	1,307	558,434	1,827	612,499

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons
British	20	2,734	185	195,412	205	198,146
German	238	24,203	682	194,515	920	318,718
Danish	135	17,635	152	133,829	287	151,464
Norwegian	13	2,831	76	28,069	89	30,900
Swedish	13	1,540	91	30,953	104	32,493
Dutch	22	2,354	29	25,115	51	25,469
Belgian	...	...	3	3,780	3	3,780
Russian	9	2,509	5	1,492	14	4,001
Total	450	53,806	1,223	711,165	1,673	764,971
,, for the year preceding ...	518	53,534	1,288	549,641	1,806	603,175

MEMEL.

Mr. Vice-Consul Pietsch reports as follows:—

On the whole, the total result in trade during the year under record were unfavourable. Compared to the year preceding a pretty considerable decrease in shipping took place, amounting altogether to 103,000 tons, both in imports and exports. The same is to be reported of the value of the imports and exports, showing a total decrease of 100,000*l*. The leading article of Memel trade being wood, this principal branch suffered especially from the general depression of trade ruling over the whole commercial world. Of the other branches cultivated at this port some gave more satisfactory results, whilst some others did not satisfy, and the profits derived therefrom were insignificant. Shipowning did scarcely pay the costs. Trade generally.

The total value of the import amounted to 1,223,708*l*., against 1,140,256*l*. in the year preceding. The import shows, therefore, an increase of more than 80,000*l*. Imports.

Wood supplied from Russia.

The commercial welfare of Memel is depending on the wood trade. This article is brought down from the interior of Russia and Poland by river; for the most part it arrives at this place in rough material, and here it is to be sawn, sorted, and prepared for shipment. The total value of all the supplies amounted to 580,355*l.*, against 491,615*l.* in the year preceding.

Regarding the different articles of import, I have to offer the following remarks:—

Coals.

Business in this article yielded but moderate profits, and had to struggle with great difficulties during the whole season. Owing to the strikes commencing in the middle of March in the English collieries, which partly reached their end on June 1 only, shipments of different sorts of gas and Westhartly, as well as forge-coals, were prevented from being made, and consequently the stock therein became very small here. For compensation some cargoes of Westphalian forge-coals were imported by sea, which, however, showed a much inferior quality to the English forge-coals. Scotch steam coals were, owing to the very low freights in the first part of the year, sufficient on hand. In autumn business got more lively; larger quantities were imported at rising prices, and then shipped for the most part by river into the province. A very disturbing effect upon the business exercised the cholera quarantine, which vessels to the Baltic ports had to pass. Steamers demanded 2*s.* per ton more freights, to which shippers had to agree at last. In spite of the fact that, owing to the increase in steam shipping and in fabrics the consumption of coals is likewise experiencing a constant increase year by year, a large import of coals is not to be recorded by the dealers here since the last three years. This is partly owing to the competition of the Silesian coals, which, favoured by cheap railway fares, are taking their way into this province, partly to the competition of Königsberg and Dantzig. Only a favourable tariff with Russia by means of which the merchants here can come into a position to take up old connections again, and are able to ship their coals by rivers into Russia, and, further, a modification of the railroad fares for English coals can contribute to bring more life into the coal business.

The selling prices were as follows:—

For—	Per 50 kilos. f.o.b. or Waggon here.	
	From—	To—
	s. *d.*	*s.* *d.*
English Westhartly machine coal	0 10	0 11½
Hull and Scotch steam coal	0 8½	0 10
Sunderland forge coal	0 11½	1 0½
Hartlepool nut coal	0 10	0 11½
Newcastle brick-kiln	0 6	0 7½

The total import of English and Scotch coals consisted of:—

Year.	Quantity.	Value.
	Tons.	£
1892..	56,390	42,300
1891..	54,717	43,775

Herrings.

The whole return amounted to 36,517 barrels, 5,000 barrels more than in the year before. The import shows an increase of about 6,000 barrels, and the stock at the end of the year an increase of about 2,000 barrels compared to the year 1891.

The import consisted of:—

Articles.	Quantity.	Value.
	Barrels.	£
Scotch herrings	5,520	4,975
Norwegian herrings	24,670	17,275
Swedish herrings	8,190	4,100
Total	38,380	26,350
„ in 1891	33,297	35,115

Fishery on the Norwegian coast gave abundant results, and, therefore, large supplies came to this place, owing to the moderate prices the return was satisfactory. Fishing in Scotland gave likewise very good results, consequently the prices were moderate; the demand, however, was not very lively, and, therefore, the import small.

For Scotch herrings the following prices were paid:—

For—	Per Barrel in Bond.	
	From—	To—
	£ s. d.	£ s. d.
Crown brand matties	1 0 0	1 1 0
„ „ ihlen	0 17 0	0 18 0
„ „ mixed	0 15 0	0 16 0
„ unbrand matties	0 17 6	0 15 0

Salt.

The return amounted to 4,424 tons, against 4,688 tons in 1891, and against 3,948 tons in 1890. The expectations that the opening of new railway lines in the province would bring a fresh animation into the salt trade were not fulfilled. The return in English salt has even decreased by about 250 tons.

The prices were 10*d.* to 1*s.* per 50 kilos., free wagon or river craft here. The import of English salt consisted of 3,986 tons of the value of 3,985*l.*, against 5,650 tons of the value of 5,090*l.* in the year preceding. Of Cette salt nothing has been imported.

Petroleum.

1,650 barrels remained in stock at the end of 1891; 5,500 barrels of American petroleum were imported in the course of the year 1892, against 5,400 barrels in 1891. Of these about 1,800 barrels were sold into the province, about 3,950 barrels were consumed here, and about 1,400 barrels remained in stock at the end of the year 1892. The price ranged between 13*s.* to 11*s.* 8*d.* per 50 kilos. duty free. The profit was small and the return quiet.

Export.

The value of the export amounted to 1,170,098*l.*, against 1,345,401*l.* in 1891. Consequently the export has decreased by about 175,000*l.* whilst the import shows an increase as stated before.

Wood.

The expectations entertained at the close of the year upon a more remunerative business have not been realised, on the contrary, the results proved to be very unfavourable. In spite of the small supplies prices could not recover, and the demand remained dormant. Nearly in all articles of wood considerable stocks were still unsold at the close of the year, only sawn wood could be disposed of, but the rates which could be obtained left no profit, in some cases even a loss. The first shipments of oak staves left moderate profit, but in autumn owing to the large new supplies prices receded, and losses had to be sustained on the old stocks. Business in fir timber was very heavy; the stock, although very small, was still too large for the demand. On fir sleepers the demand was brisker, but the profits made moderate.

Shipments of woods.

The value of all shipments amounted to 723,950*l.*, whilst in 1891 for 902,905*l.* were shipped. The shipments took place in 444 steamers of 187,405 tons, and in 335 sailing vessels of 47,405 tons, together 234,810 register tons; in the year preceding 295,418 register tons of wood were exported.

Specialising the different articles of wood I have to offer the following remarks:—

Fir timber and Mauerlatten.

The selling prices in spring were:—

For—	Per Load of 50 cubic feet English, f.o.b.*	
	From—	To—
	£ s. d.	£ s. d.
I middle	2 7 0	2 10 0
II middle	2 1 0	2 4 0
Building timber	1 15 0	1 17 6
Mauerlatten	1 15 0	1 17 6

* Average length 25 to 27 feet.

During the whole summer the demand was very insignificant; most of the sales were effected in spring, business in autumn was likewise dormant, and therefore a change in price not to be observed. Unfortunately the old stocks could not be cleared off until autumn, and even the fact that the new supplies were very small, namely, about 12,000 loads, against 20,000 loads in 1891, could not effect any improvement in prices. The hard competition of the cheaper pitch-pine timber from America in the English market will by-and-by destroy the once so flourishing timber business at this place. Of timber and timber-ends together 25,200 loads, value 47,890*l.*, were shipped.

Oak wainscots.

The return in this article was very small; 1,500 pieces arrived here from Russia, one piece is measuring 18 feet, 2*l.* 15*s.* to 3*l.* 2*s.* per 18 feet according to quality were paid here, and 3*s.* 9*d.* to 4*s.* per running foot were fetched as selling price; the second sort was sold at 1*s.* to 1*s.* 3*d.* per foot cheaper.

Oak staves.

Business in oak staves was pretty lively, moderate profit was left until autumn.

The supplies coming down to this place during the course of the year amounted to 1,580 mille reduced pipes, against 1,240 mille in 1891; about 400 mille remained unsold at the end of the season. For good parcels 8*l.* 5*s.* per Schock of 60 pieces were paid, but later in summer and in autumn rates receded to 7*l.* 15*s.* and 8*l.* per Schock. The selling prices in spring were 190*l.* to 198*l.*, but in autumn only 180*l.* per mille c.i.f. England and Scotland could be obtained. The quantity shipped amounted to 1,344 mille, of the value of 221,760*l.*

Fir sleepers.

501,291 pieces, against 610,147 pieces in 1891 came down to Memel, for which 2*s.* 7*d.* to 2*s.* 10*d.* per piece of usual dimensions were paid; 7 inches surface were paid with 5½*d.*, and 6 inches surface with 1*s.* 3½*d.* per piece less. The stocks could be cleared off nearly entirely; the selling price ranged between 1*l.* 7*s.* per load and 1*l.* 5*s.* per load of 8 pieces usuals. For 7 inches surface, 1*l.* 1*s.* to 1*l.* 2*s.*; for 6 inches surface, 16*s.* per piece to 17*s.* per piece were paid. On the old stocks money has been lost; the new arrivals which could be shipped immediately, left a moderate profit.

Fir railroad sleepers, 6 × 10 inch

Business in this article moved likewise in more narrow limits than in the year before, 414,000 pieces came down from Russia, whilst in 1891, 574,134 pieces arrived here. In autumn, the demand slackened perceptibly, prices receded, and even no buyers were to be found for the stocks still on hand, losses are surely to be expected on these.

Oak railroad sleepers.

The same is to be reported of oak sleepers. These were paid with 4*s.* per piece by our dealers; the demand was dormant, and rates declined considerably. Half of the supply, consisting of 58,000 pieces, could not be sold, no buyers being found therefor.

Sawn wood.

The supply of round timber had been very small in 1891.

In consequence thereof, our merchants commenced with the purchase of fresh round timber early in the year 1892, and paid similar rates as in autumn 1891, rates which, as it was proved afterwards, did not correspond with the prices to be obtained in the foreign markets. The demand for broad deals, 10 inches and upwards, was very brisk, and good prices were paid; but for the small deals, 5 inches to 9 inches broad, few buyers were to be found, and cheap rates had to be taken. Now it is to be taken into consideration that nearly one-half of the round timber is giving small deals only, and this deficiency did suffice to abolish the profit made out of the broad deals; therefore the total result of last year's business is to be called unfavourable.

Redwood planks.

Redwood planks were cleared off at 7*l.* 10*s.* to 8*l.* for first middle, and 1*l.* less for second sort per St. Petersburg standard, f.o.b. transitory. A lively development of business did not take place; some cargoes were shipped to South America during the first months of the summer, but owing to the political and hygeian situation in this country, the shipments to there discontinued completely later on. The total quantity shipped were 4,039 St. Petersburg standards, of the value of 27,100*l.*, against 6,058 standards, value 37,865*l.* in 1891.

Whitewood planks.

These were sold at 6*l.* 10*s.* to 7*l.* per standard, for 2½ inches by 11 inches mixed, and 10*s.* less for 9 inches broad, all prices f.o.b. transitory. Late in autumn prices decreased by 5*s.* to 10*s.* per standard, but at the end of the year rates took an upward tendency again. 5,191 standards, of the value of 32,210*l.*, against 5,683 standards, value 32,390*l.* in 1891 were shipped.

Redwood deals.

First quality 10 inches and upwards found ready customers. 1*s.* 5*d.* to 1*s.* 6*d.* for first quality, 1*s.* 2*d.* to 1*s.* 3*d.* for second quality were paid, all f.o.b. duty free, per cubic foot English. The shipments consisted of 50,000 loads, of the value of 104,495*l.*, against 74,085 loads, value 136,990*l.* in the year preceding.

Whitewood deals.

The broader sorts found a good market, 1 inch by 10 inches were sold at about 1*d.* per running foot, ⅞ inch by 11 inches fetched 1*s.* to 1*s.* 1½*d.* per cubic foot. 56,251 loads, value 115,965*l.* were shipped, whilst in 1891 the shipments amounted to 73,385*l.* loads, value 147,520*l.*

Grain.

Regarding the next chief article of the Memel export-trade, grain, I have to offer the following remarks:—

The total export amounted to 4,964 tons, of the value of 34,500*l.*, against 6,229 tons, value 42,750*l.* in 1891. With every year, trade in grain gets here more insignificant; also the past year shows a decrease in the export, and the result was not remunerative. A direct connection by railway with Russia would be the only remedy to bring new life into this branch of our trade. The old stocks were cleared off in spring, partly under heavy losses. In summer no return took place, in autumn some shipments could be effected.

Wheat.

The price was, in spring 9*l.* to 9*l.* 10*s.*; in autumn 7*l.* 10*s.*

to 8*l.* were paid. Of wheat, nothing was exported in 1892. The export consisted of 1,653 tons, value 13,500*l.*, against 1,319 tons, value 11,000*l.* in 1891. 8*l.* 10*s.* to 9*l.* 10*s.* in spring, and 7*l.* to 7*l.* 10*s.* in autumn were paid. Rye.

3,180 tons, of the value of 20,200*l.*, against 4,075 tons, value 25,000*l.*, in the year preceding were shipped. In spring 7*l.* to 7*l.* 5*s.*, in autumn 6*l.* 10*s.* to 7*l.* were paid. Oats.

The above quotations are all per ton of 20 cwts., duty free.

Owing to the small supplies no important transactions could be effected. The foreign markets prefer East Indian and Russian linseed of fine quality, and as the markets were always richly supplied with these Memel linseed was neglected. On the whole the sales made were not even remunerative. The export amounted to 4,131 tons, value 35,000*l.*, whilst in 1891, 4,994 tons, value 45,000*l.*, were shipped. The prices were as follows:—In spring 8*l.* 15*s.* to 9*l.* 15*s.*; in autumn 9*l.* 5*s.* to 10*l.* 5*s.* for fine quality; 7*l.* 15*s.* to 8*l.* 10*s.* in spring, and 8*l.* to 9*l.* in autumn for middle quality; all per ton of 20 cwts., duty free. Linseed.

Business in flax was brisk and the results can be called satisfactory. Grown up under the unfavourable weather in the summer 1891 the quality of the new crop was not the best. Therefore the reception of the first wagons of the fresh ware was not animating, and the prospects for business were not very promising from the beginning. A change in the demand took place however, especially the inferior qualities were much asked for, and considerable transactions were effected, and the old stocks could be realised entirely. In some cases, however, losses had to be sustained on the old stocks, but the same were cleared off as scarcely ever before. The purchase prices were:—6*s.* 2*d.* to 6*s.* 6*d.* for crown, 4*s.* to 4*s.* 6*d.* for four brand per 15½ kilos. The export took place by railway and consisted of 4,188 tons, of the value of 82,300*l.*, against 3,799 tons, of the value of 73,000*l.*, in the year preceding. Flax.

The past year was a very unfavourable one to shipping. Most of the sailing vessels had to suffer losses from the low freights; likewise the steamer company made no profit, and no dividend could be paid to the shareholders. Shipping and freights.

The freights for sailing vessels ranged between 7*s.* and 9*s.* per load of timber to London and to the east coast of England, as well as 17*s.* to 21*s.* per standard of planks to coal ports of the east coast of Great Britain, other ports in proportion.

Steamers fetched 7*s.* 6*d.* to 8*s.* 6*d.* per load of timber; 6*s.* 6*d.* to 6*s.* 10½*d.* per load of sleepers; 8*l.* to 10*l.* per mille of oak staves to London, as well as 17*s.* 6*d.* to 1*l.* 1*s.* per standard to coal ports of the east coast of Great Britain, other ports in proportion.

Import freights for sailing ships ranged between 3*l.* 2*s.* 6*d.* per keel and 6*l.* per keel of coals, and for steamers 4*s.* per ton to 6*s.* per ton of coals from English and Scotch ports.

21 sailing vessels, containing 8,048 register tons, and 4 sea-

going steamers, containing 2,492 register tons, belong to this port.

Imperial Bank.

The branch establishment of the Imperial Bank at this place had the following return :—

Description.	Amount.
	£
In the Lombard business	1,082,850
Bills of exchange discounted	2,349,765
Cheque and Giro transactions	4,362,360
Total	7,794,975
„ in 1891	8,640,980

Industries.

The manufactory for chemical products used 8,299 tons of different raw materials, and produced, therefore, 4,888 tons of sulphuric and nitric acid, against 4,674 tons in 1891, and 10,083 tons of artificial manure, against 11,613 tons in 1891. Owing to the hard competition in chemical products prices receded considerably. On the whole, the demand for artificial manure was lively, and the total return of the manufactory at this place consisted of 17,589 tons, against 14,568 tons in 1891. The profit made was smaller than in the year preceding.

Several small steamers and steamship machines were built by the two establishments for iron foundry, engineering, and shipbuilding; besides these, many agricultural machines and other implements were produced.

Harbour.

From spring until autumn, steam-dredgers were employed keeping the channel leading from the Baltic to the harbour, as well as the inner part of the harbour, to the usual sufficient depth.

New railway line.

The railway line from Memel to Bajohren has been completed, and given over to the public communication in autumn, 1892. As I wrote in my last year's report Bajohren is a Prussian village, quite close to the Russian frontier, about 12 miles distant from Memel. A direct connection from there to Russia by rail does not exist. A real advantage for the commerce of Memel is only to be expected from a continuation of this small line to the railroad line Libau-Romny in the direction to Moscheiky. Exertions to accomplish this project are continually made, and it is to be hoped that these exertions will be crowned with success at last.

Agriculture.

The harvest in this district was not so good as expected. Rye was not satisfactory, wheat a little better, in oats scarcely a middle crop was made. Potatoes yielded pretty satisfactory results, and were good in quality. In hay the results can be called richly, prices were cheap. Owing to the extraordinary dry weather in the running year the prospects for the crop in 1893 are not much encouraging. In wheat and rye the results will probably be pretty good, but in oats and hay an insufficient

harvest will be made. Oats and hay are very high in price, namely, for oats about 4*s.* per 25 kilos.; for hay 3*s.* 6*d.* to 4*s.* per 50 kilos. are paid.

The rates adopted in this report for the conversion of German money and weights into English equivalents are 20 marks for the 1*l.* sterling, and 20 cwts. for 1 ton.

Annex A.—RETURN of all Shipping at Memel during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,228	67	55,853	72	57,081
German	343	50,364	453	160,857	617	211,221
Dutch					48	
Danish					40	
Swedish					40	
Norwegian					36	
Russian					12	
Austrian					2	
French					1	
Total	348	51,592	520	216,710	868	268,302
,, for the year preceding ...	437	62,293	647	253,069	1,084	315,762

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	850	67	55,853	71	56,703
German	339	47,990	453	159,748	613	207,738
Dutch					48	
Danish					40	
Swedish					40	
Norwegian					36	
Russian					12	
Austrian					2	
French					1	
Total	343	48,840	520	215,601	863	264,441
,, for the year preceding ...	449	62,1 8	653	257,809	1,102	319,937

Annex B.—RETURN of Principal Articles of Export from Memel during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	313,000	723,950	393,000	902,905
Flax	4,188	82,300	3,799	73,000
Grain	4,964	34,500	6,229	42,750
Linseed	4,131	35,000	4,994	45,000
Manure	17,241	77,585	14,907	81,937
Other articles	60,000	216,763	53,000	199,809
Total	403,524	1,170,098	475,929	1,345,401

RETURN of Principal Articles of Import to Memel during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	240,000	580,355	210,000	491,615
Coals	56,390	42,300	54,717	43,775
Flax	4,130	75,890	3,120	60,060
Herrings	3,000	26,350	3,500	35,115
Salt	3,986	3,985	5,656	5,090
Linen, woollen, and cotton ware	277	69,225	260	64,575
Colonial produce ..	2,953	66,208	3,210	76,920
Rum, wine, spirits ..	670	49,595	722	53,373
Other articles	35,000	309,800	53,000	309,733
Total	346,406	1,223,708	334,185	1,140,256

LONDON:
Printed for Her Majesty's Stationery Office,
By HARRISON AND SONS,
Printers in Ordinary to Her Majesty.
(75 9 | 93—H & S 1636)